



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: June 8, 2015

SUBJECT: Work Session for June 8, 2015

5:00 p.m. (10 min) – Community Enhancement Award Recommendation. The Art Advisory Committee occasionally makes a recommendation to the City Council regarding presentation of the Community Enhancement Award. Representatives of the Art Advisory Committee will be present to make a recommendation to the City Council for a future presentation of the Community Enhancement Award.

5:10 p.m. (20 min) – Tualatin River Greenway Trail Gap Completion Project Update. Staff will present an update on the final design of the Tualatin River Greenway Gap Trail Completion Project, including a discussion of the scope, schedule, budget and related issues.

5:30 p.m. (40 min) – Basalt Creek Concept Plan Briefing. Staff will share land use scenarios and jurisdictional boundary options for the Basalt Creek planning area for City Council discussion. The purpose of tonight's meeting is to familiarize the Council with this material, and to ask Council to provide feedback on the initial concepts in preparation for the Tualatin-Wilsonville joint City Council meeting on June 17.

6:10 p.m. (40 min) – SW Corridor Plan Project Framing and Update. The Southwest Corridor Plan is a regional effort to explore high capacity transit options from downtown Portland to Tigard and Tualatin. Tualatin has been involved with this project for over four years and the City Council identified "Regional Transit" as one of its eight priority projects in 2015. In early 2015, the City Council requested that staff consistently follow a certain process to best support Council decision-making. That process begins with a Project Framing work session with City Council, whereby the project scope is defined, a schedule is identified, and key considerations are vetted. Staff is now bringing the Southwest Corridor project forward for project framing in anticipation of Council decisions and guidance that will be needed for this project in late 2015.

6:50 p.m. (10 min) – Council Meeting Agenda Review, Communications & Roundtable. Council will review the agenda for the June 8th City Council meeting and brief the Council on issues of mutual interest.



STAFF REPORT

CITY OF TUALATIN

City Council Work Session

Meeting Date: 06/08/2015

Subject: Community Enhancement Award Recommendation

Through: Sherilyn Lombos, Administration

[Community Enhancement Award Recommendation ppt](#)

COMMUNITY ENHANCEMENT AWARD



Recommended by Tualatin Arts Advisory Committee
to recognize art endeavors in the community



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Kelsey Lewis, Management Analyst II
Paul Hennon, Community Services Director

DATE: 06/08/2015

SUBJECT: Tualatin River Greenway Trail Gap Completion Project - Update on Project Scope, Schedule and Budget

ISSUE BEFORE THE COUNCIL:

The staff will present an update on the final design of the Tualatin River Greenway Gap Trail Completion Project, including a discussion of the scope, schedule, budget and related issues.

EXECUTIVE SUMMARY:

The Tualatin River Greenway Gap Completion Project will provide a new bicycle and pedestrian path connecting people with nature while enabling easy and safe exercise, recreation and wildlife viewing, and commuting between residential and commercial areas and public facilities.

The path will be a 10 to 12 foot wide shared-use bicycle and pedestrian path between the new Barngrover Street (near the Tualatin Public Library) and the Old RV of Portland site on Nyberg Lane, a distance of about three quarters of a mile.

Construction bids are scheduled to open on June 4 with the award of bid planned for June 8. Construction will be completed and the facility opened for public use in the Winter of 2015/2016.

Attachments: [Attachment A: Tualatin River Greenway Trail Gap Completion Project Map, West Section](#)
[Attachment B: Tualatin River Greenway Trail Gap Completion Project Map, East Section](#)
[PowerPoint Presentation](#)



Tualatin River Greenway - Shared Use Pathway

Final Trail Alignment

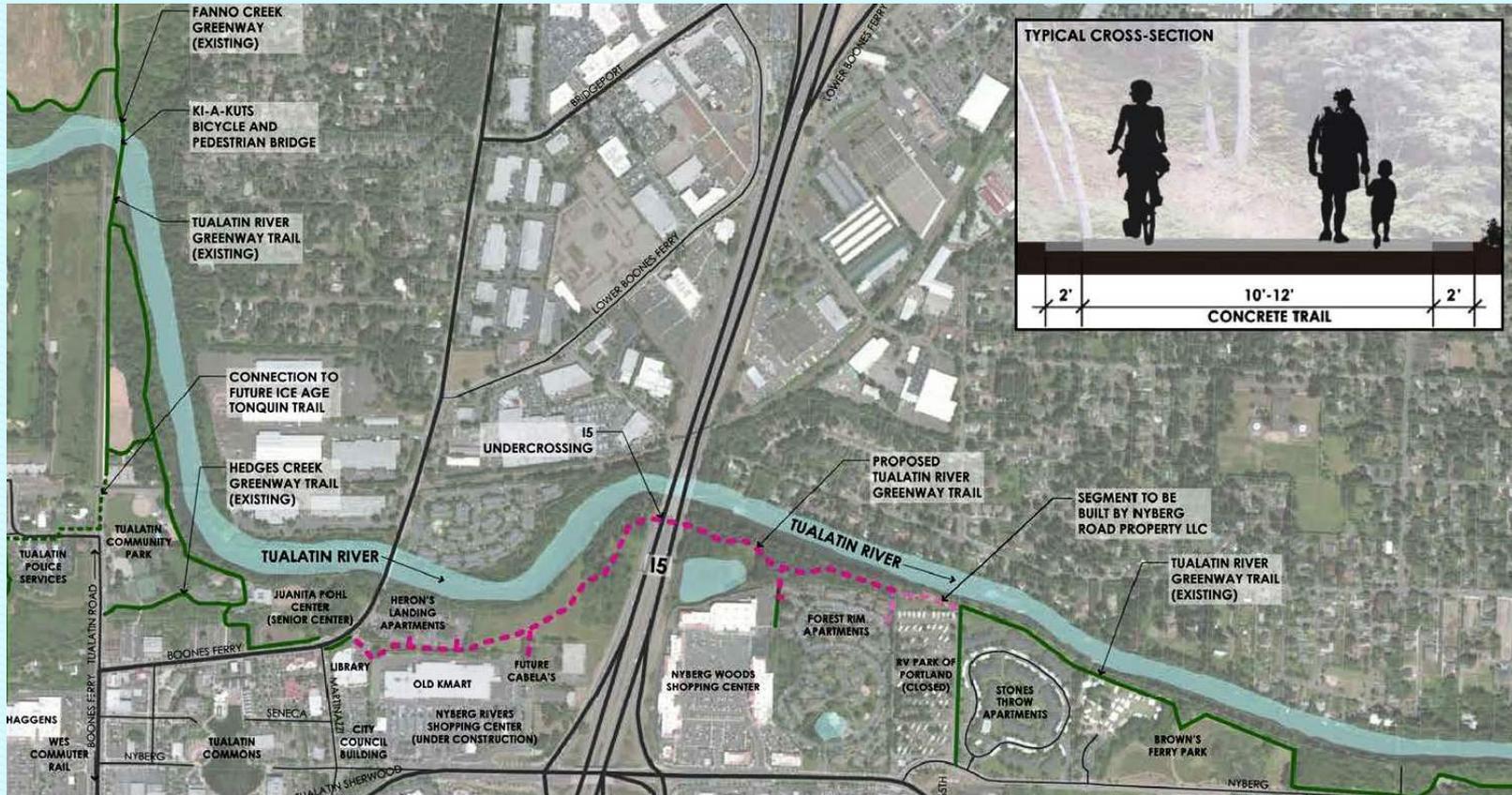


05-14-2015

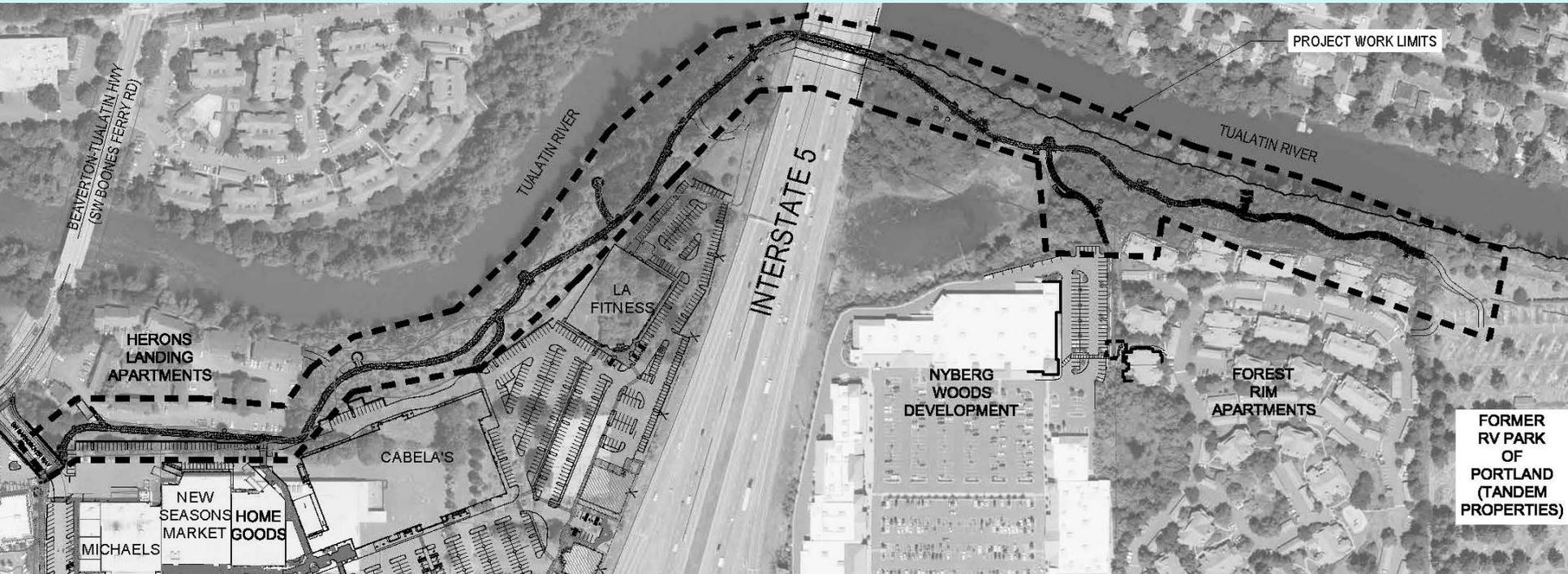

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Tualatin River Greenway Gap Completion Project



Trail Alignment





HERON'S LANDING APARTMENTS

LA FITNESS

CABELA'S

NYBERG RIVERS DEVELOPMENT

INTERSTATE 5

TUALATIN RIVER

TUALATIN RIVER

APPROXIMATE 100 YR FLOOD ZONE LINE PER FEMA MAP (ELEV. 124.79)

APPROXIMATE 2 YR STORM EVENT WATER LINE PER CWS FLOODPLAIN UPDATE PROJECT SUBMITTED TO FEMA 3-3-2009 ELEV. 111.79

APPROXIMATE 180 YR FLOOD ZONE LINE PER FEMA MAP (ELEV. 124.38)

APPROXIMATE 100 YR FLOOD ZONE LINE PER FEMA MAP (ELEV. 123.03)

APPROXIMATE 100 YR FLOOD ZONE LINE PER FEMA MAP (ELEV. 122.85)

CENTERLINE 12' SHARED USE PATHWAY (10' EASEMENT)
APPROXIMATE TIER 2 LIMITS (30' FROM 2-YR STORM EVENT)

REGULATED VEGETATED CORRIDOR BOUNDARY PER CWS SPL NO. 13-000901

ADA SEATING AREA WITH 6' HDPE BENCH

APPROXIMATE 100 YR FLOOD ZONE LINE PER FEMA MAP

OVERLOOK WITH 18" CONCRETE SEAT WALL AND 6' HDPE BENCH

APPROXIMATE TIER 2 LIMITS (30' FROM 2-YR STORM EVENT)

OVERLOOK WITH 18" CONCRETE SEAT WALL AND 6' HDPE BENCH

CENTERLINE 12' SHARED USE PATHWAY (10' EASEMENT)

FUTURE CONNECTION

REGULATED VEGETATED CORRIDOR BOUNDARY PER CWS SPL NO. 13-000901

SHARED USE PATHWAY TO HERON'S LANDING

TRASH RECEPTACLE AND DOG WASTE BAG DISPENSER

CENTERLINE 12' SHARED USE PATHWAY (10' EASEMENT)

ADA SEATING AREA WITH 6' HDPE BENCH

TRASH RECEPTACLE AND DOG WASTE BAG DISPENSER

MAJOR TRAIL ENTRANCE

SHARED USE PATHWAY TO HERON'S LANDING

TRASH RECEPTACLE AND DOG WASTE BAG DISPENSER

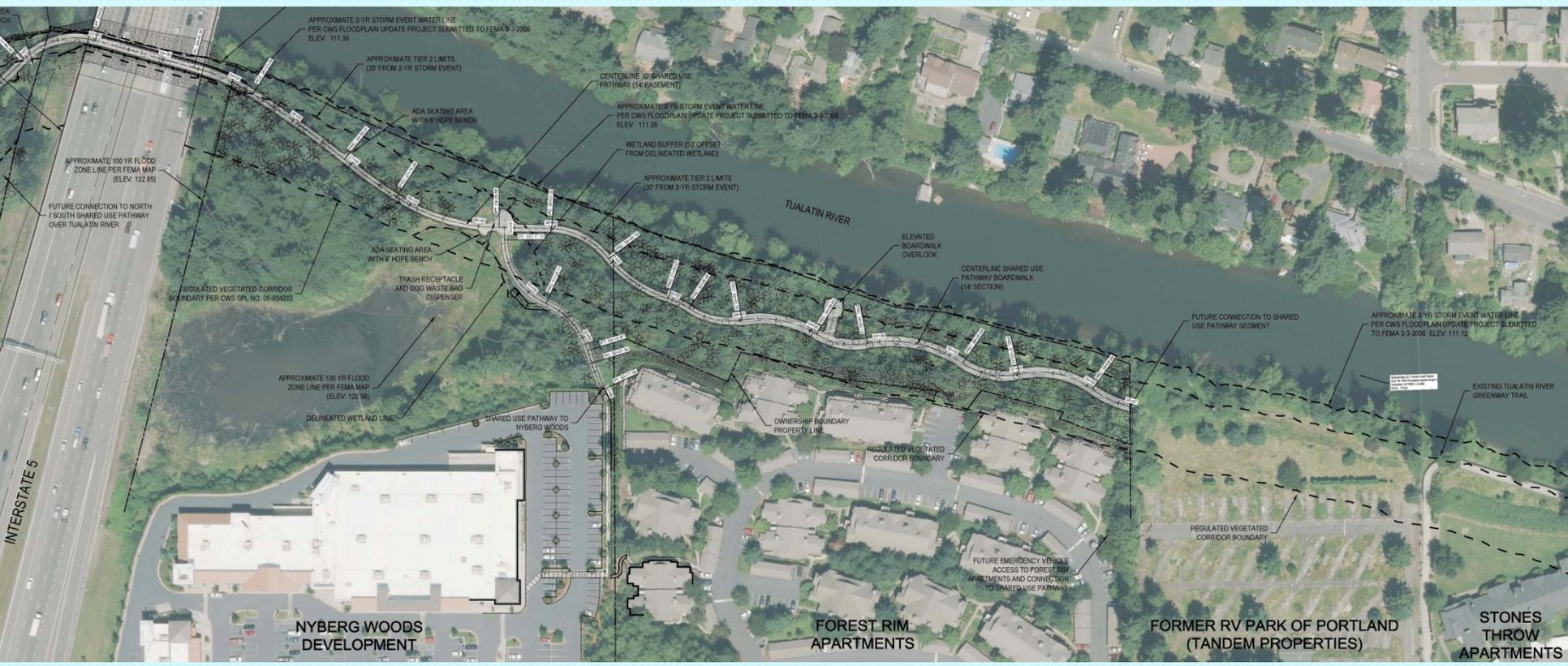
SHARED USE PATHWAY TO NYBERG RIVERS

SHARED USE PATHWAY CONNECTION TO NYBERG RIVERS

EXISTING SHARED USE PATHWAY EASEMENT

FUTURE CONNECTION TO NORTH 1/3 SOUTH SHARED USE PATHWAY OVER TUALATIN RIVER

REGULATED VEGETATED CORRIDOR BOUNDARY PER CWS SPL NO. 13-000901



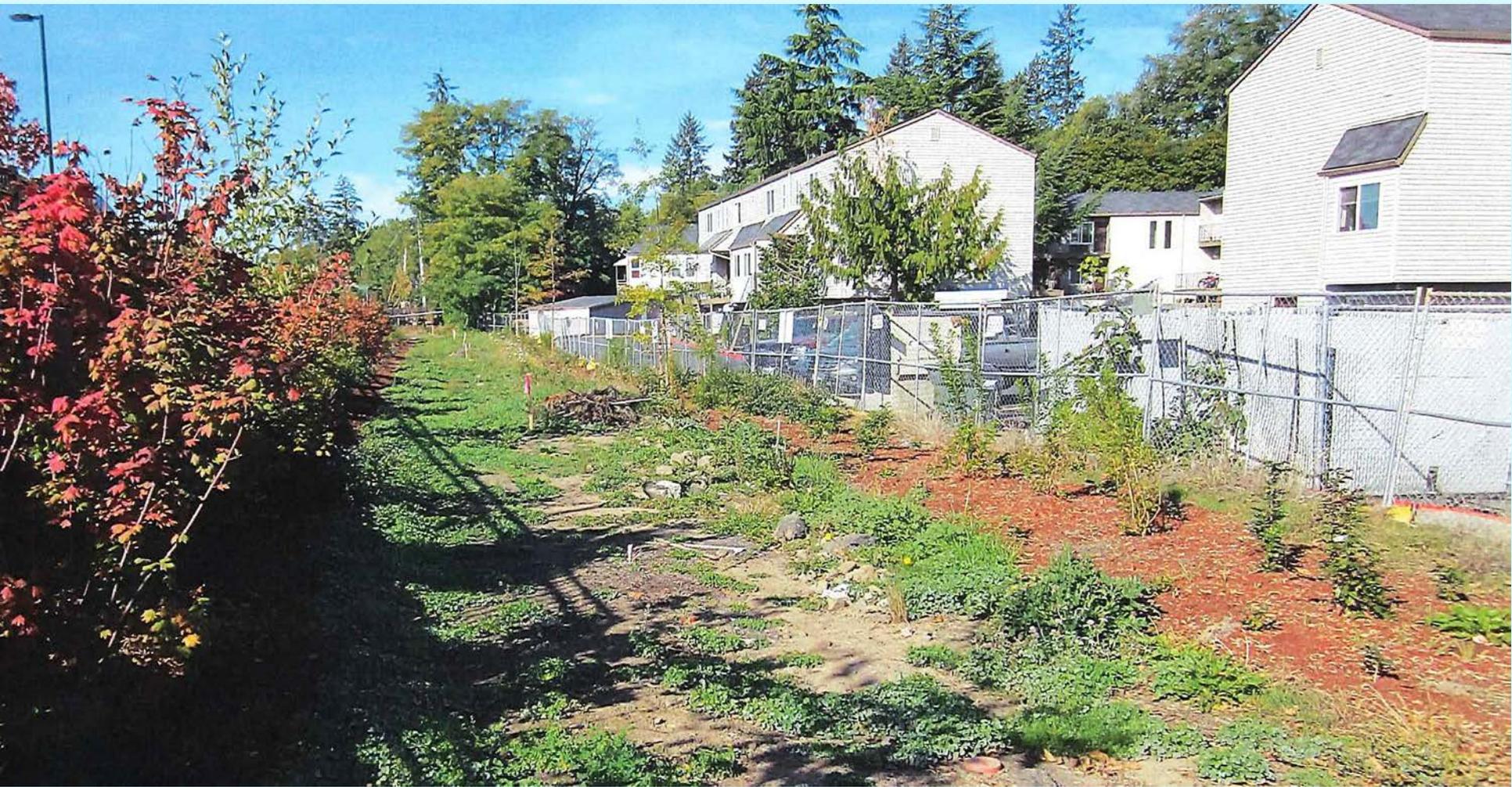
Existing Conditions























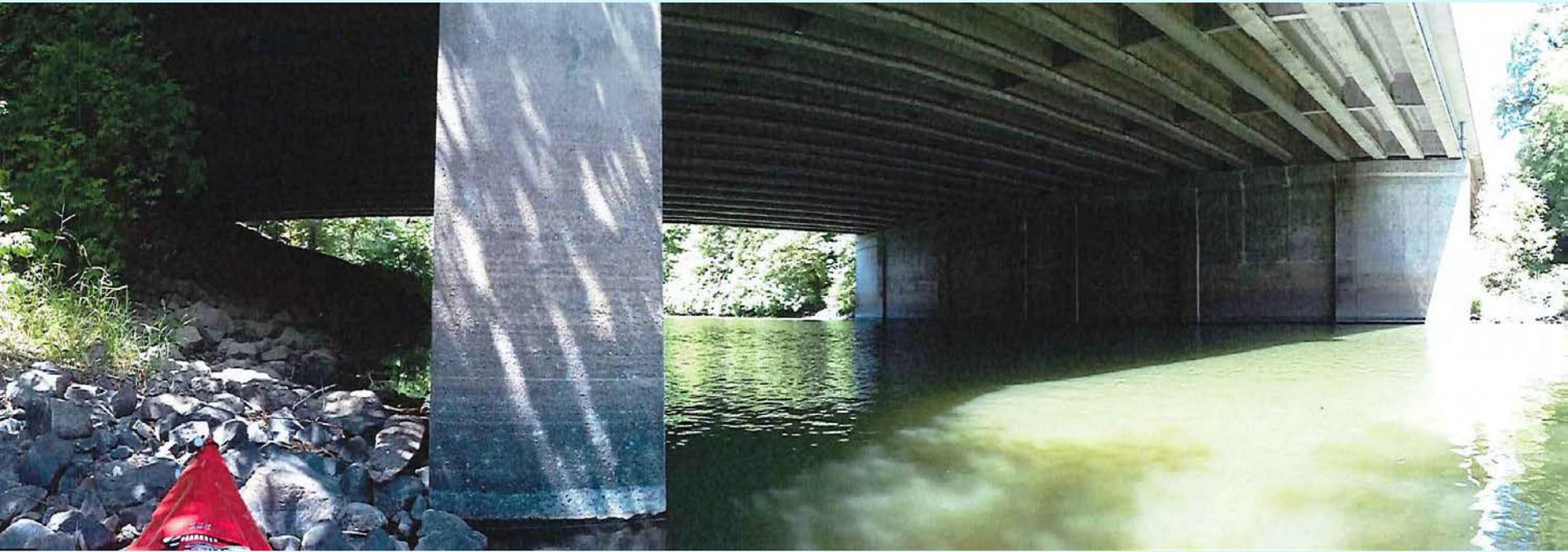






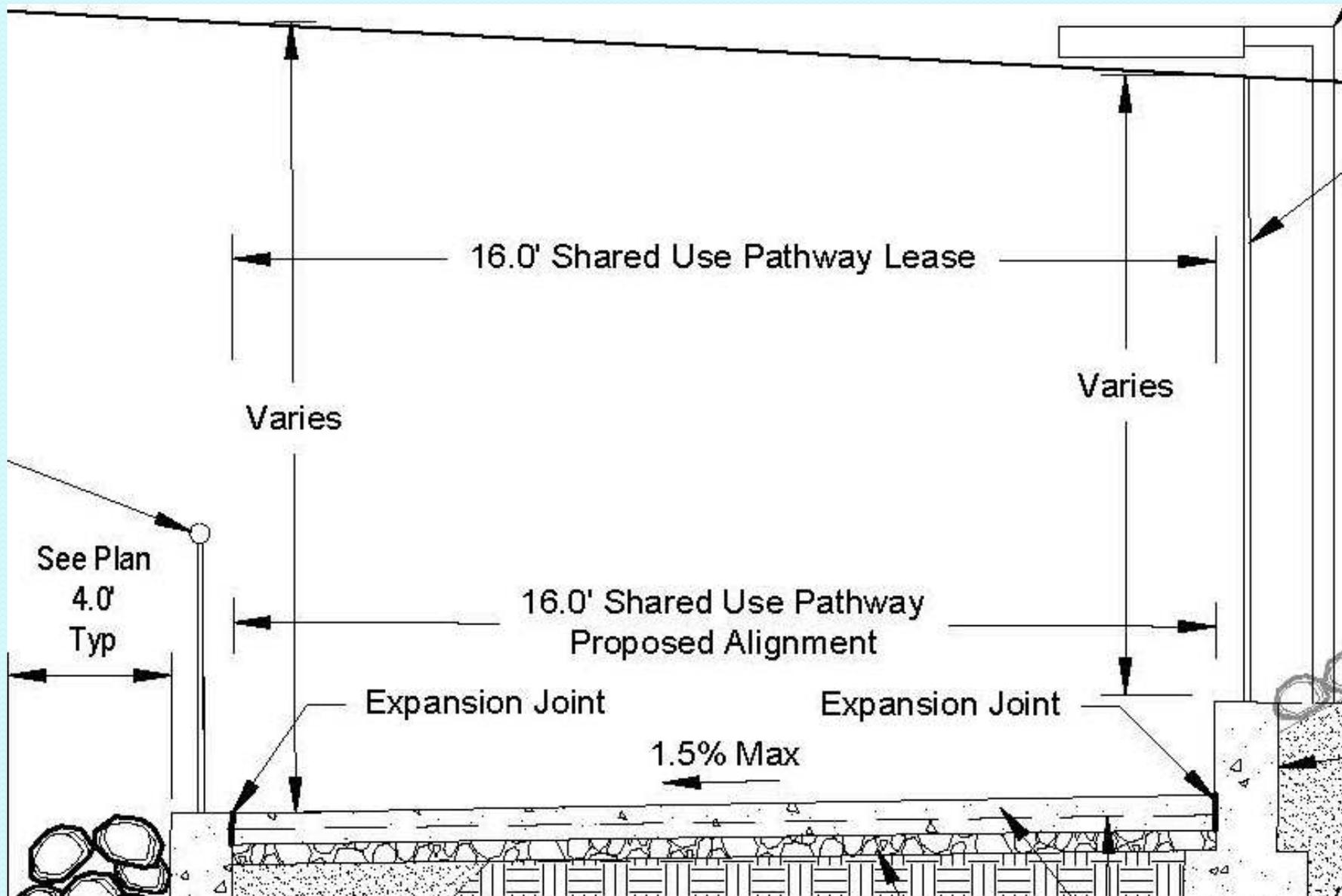






LED Luminaire

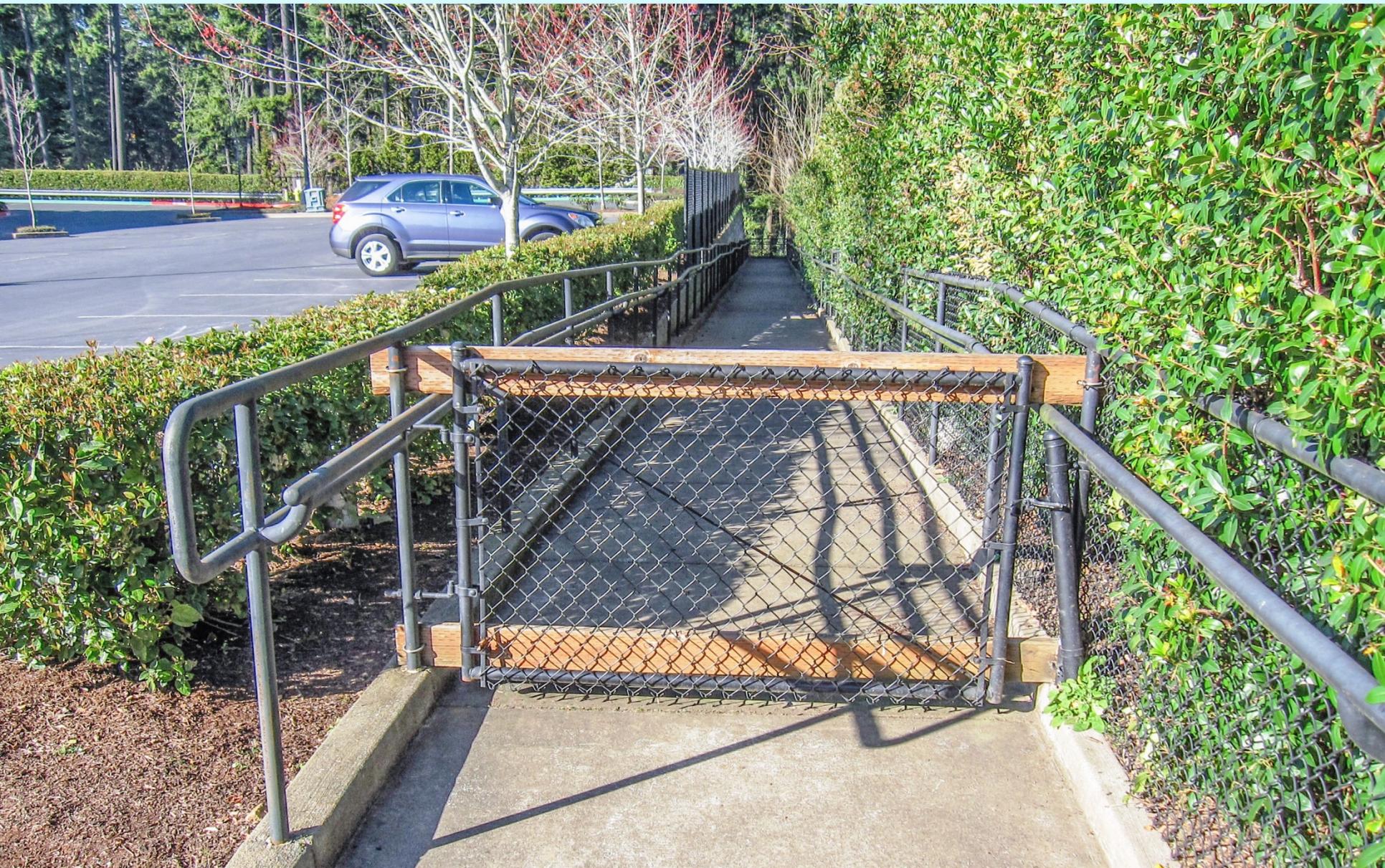




















HCT & PATH
P.C.

Nyberg Lane Access





Located Near

- Barngrover Way
- Nyberg Rivers
- Nyberg Woods

Interpretive Elements



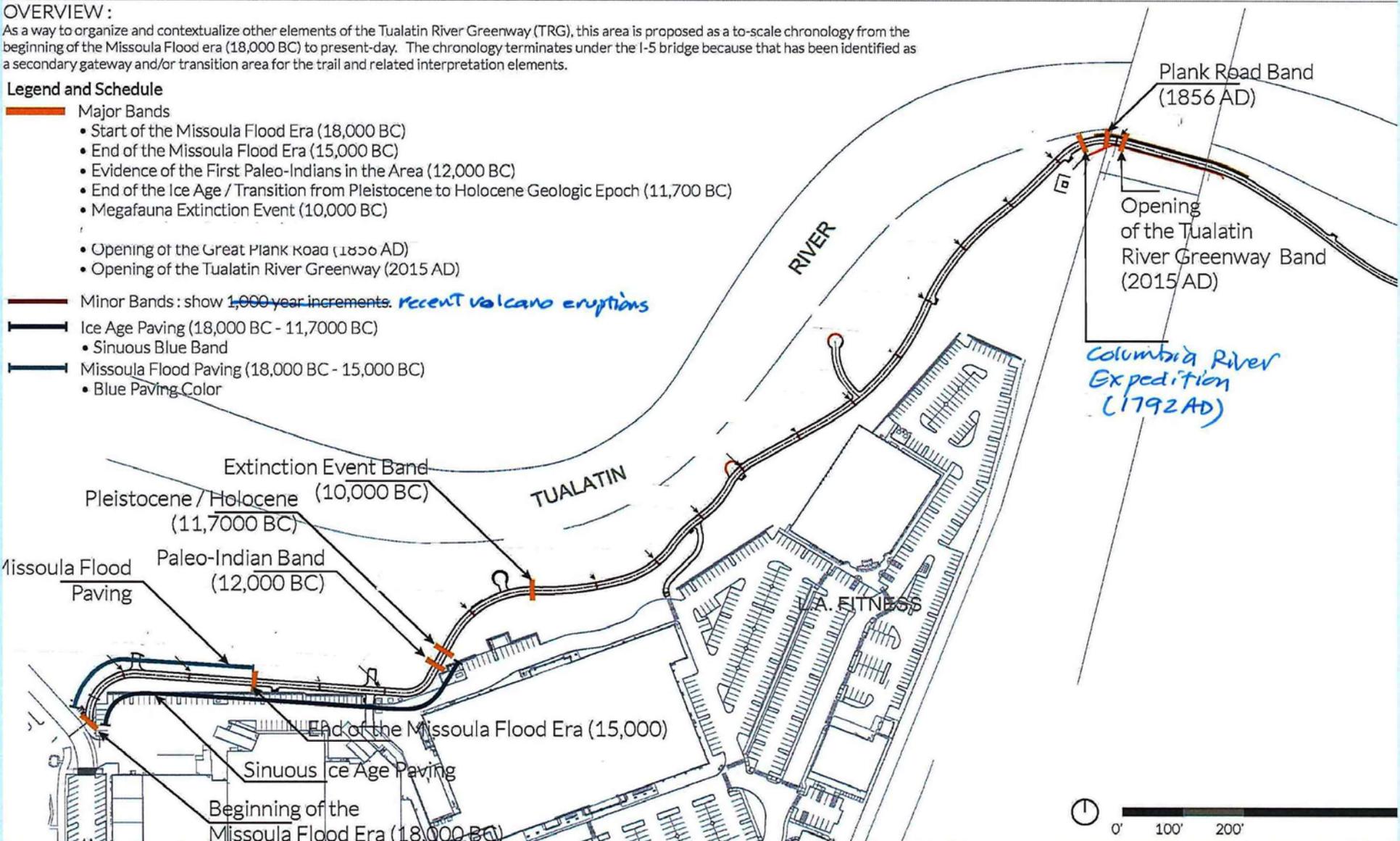
1: Tualatin Ice Age Timeline

OVERVIEW :

As a way to organize and contextualize other elements of the Tualatin River Greenway (TRG), this area is proposed as a to-scale chronology from the beginning of the Missoula Flood era (18,000 BC) to present-day. The chronology terminates under the I-5 bridge because that has been identified as a secondary gateway and/or transition area for the trail and related interpretation elements.

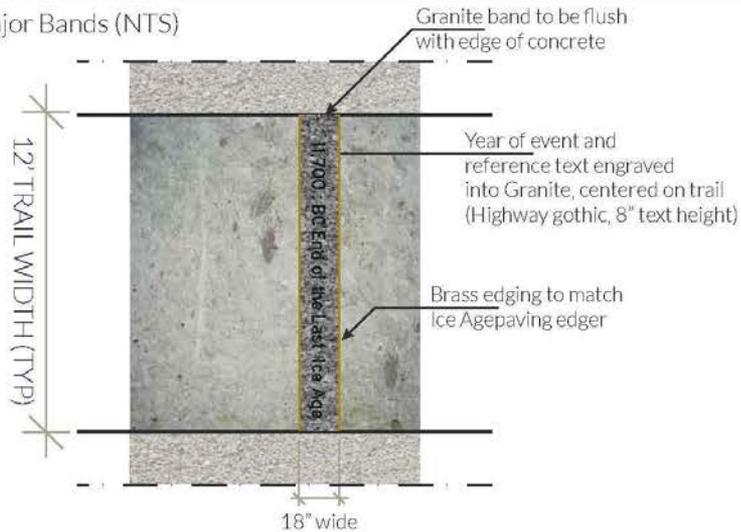
Legend and Schedule

- █ Major Bands
 - Start of the Missoula Flood Era (18,000 BC)
 - End of the Missoula Flood Era (15,000 BC)
 - Evidence of the First Paleo-Indians in the Area (12,000 BC)
 - End of the Ice Age / Transition from Pleistocene to Holocene Geologic Epoch (11,700 BC)
 - Megafauna Extinction Event (10,000 BC)
- █ Minor Bands: show 1,000 year increments. *Recent volcanic eruptions*
- █ Ice Age Paving (18,000 BC - 11,7000 BC)
 - Sinuous Blue Band
- █ Missoula Flood Paving (18,000 BC - 15,000 BC)
 - Blue Paving Color

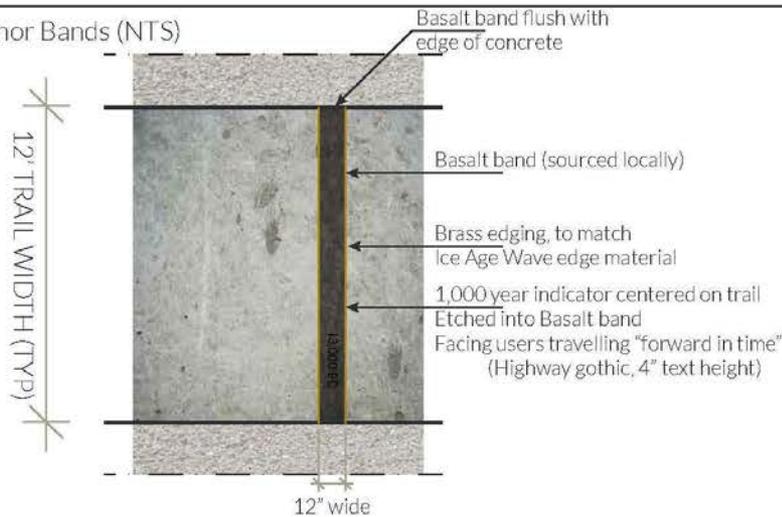


Tualatin Ice Age Timeline Paving Materials

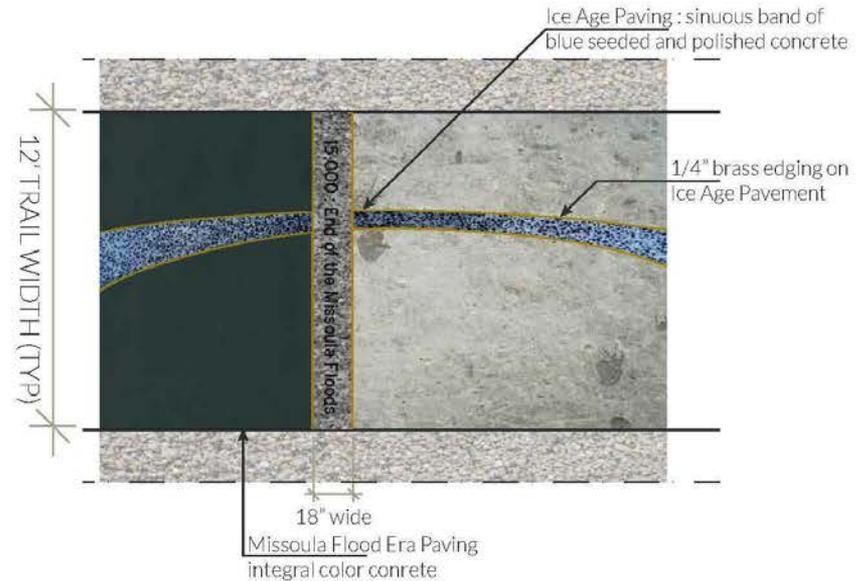
Major Bands (NTS)



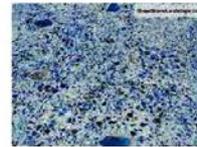
Minor Bands (NTS)



Ice Age + Missoula Flood Paving (NTS)



Example Materials



Polished Glass Seeded Concrete



1138-S
Blue Smoke+SS
Integral Color
Concrete

2: Tualatin Ice Age Fauna Transition

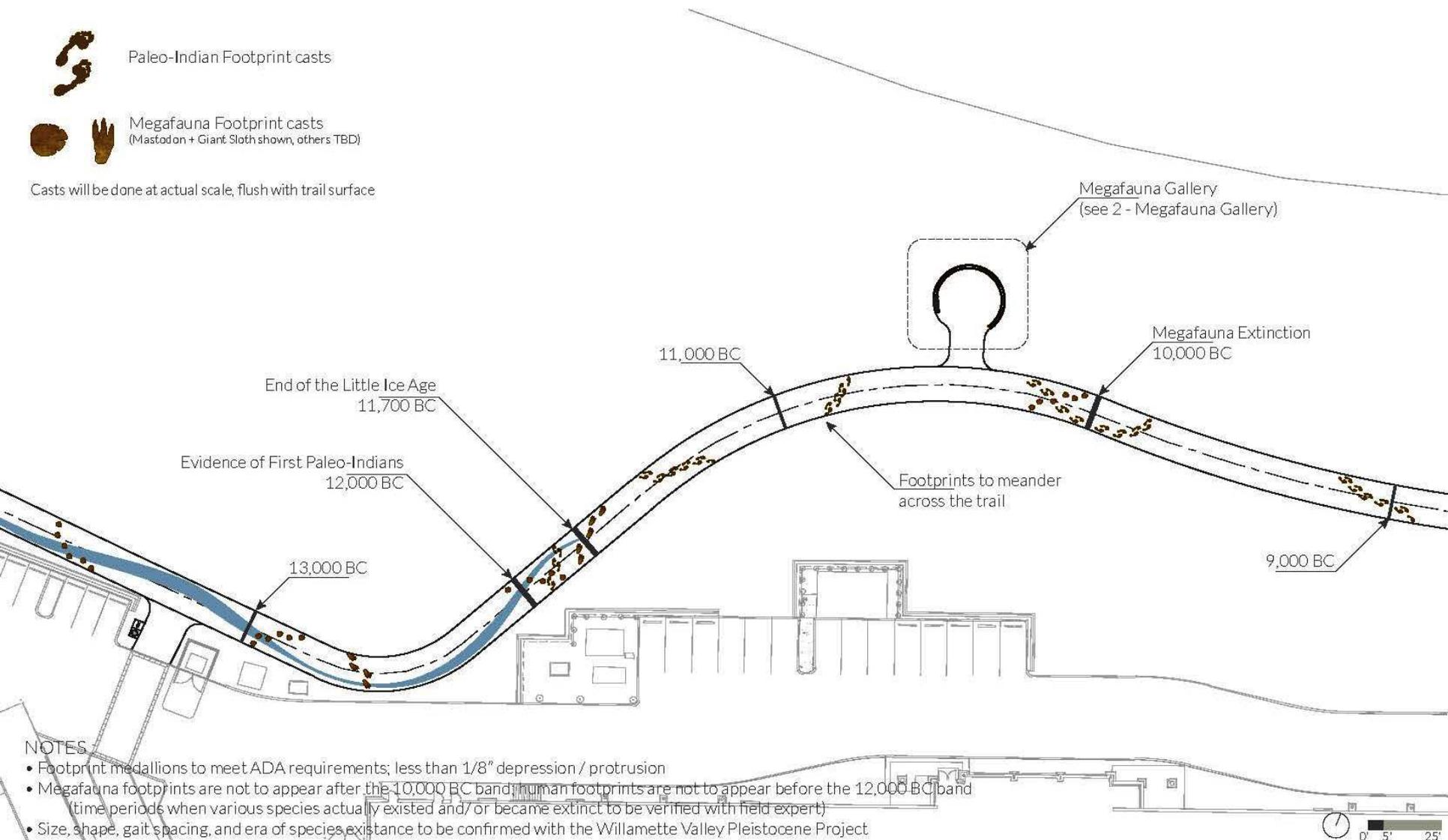


Paleo-Indian Footprint casts



Megafauna Footprint casts
(Mastodon + Giant Sloth shown, others TBD)

Casts will be done at actual scale, flush with trail surface



NOTES

- Footprint medallions to meet ADA requirements; less than 1/8" depression / protrusion
- Megafauna footprints are not to appear after the 10,000 BC band; human footprints are not to appear before the 12,000 BC band (time periods when various species actually existed and/or became extinct to be verified with field expert)
- Size, shape, gait spacing, and era of species existence to be confirmed with the Willamette Valley Pleistocene Project



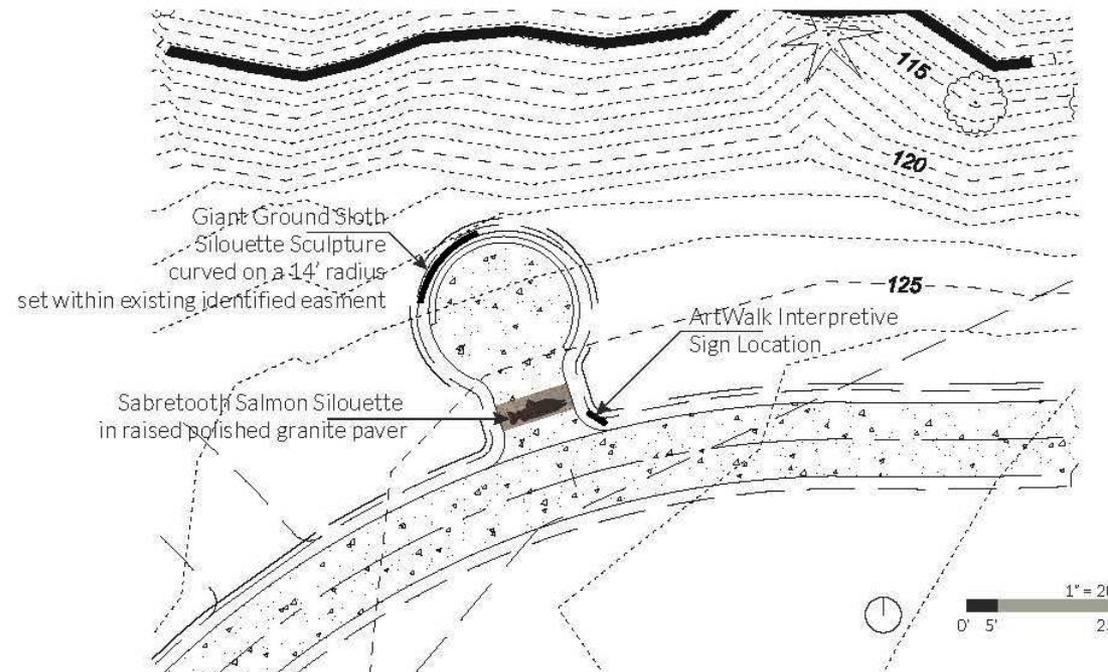
3 : Megafauna Gallery



Raised Polished Granite Example
(East Bank Esplanade)

Interpretive Sign Information :

- Size and weight of each species, including graphic comparison with modern-day equivalents
- Diet, habitat, and individual range.
- Abbreviated explanation of river dynamics that preserve fossil remains.
- Fossil remains found in Tualatin, and reference to the archeological site (Tualatin Community Park).
- Species to be included in the interpretive sign could include, but are not limited to Giant Ground Sloth, Sabretooth Salmon, American Lion, and Dire Wolf.



4: Tualatin Peoples + Watershed



NOTES :

- Geographic elements oriented to magnetic north correctly

Interpretive Sign Information :

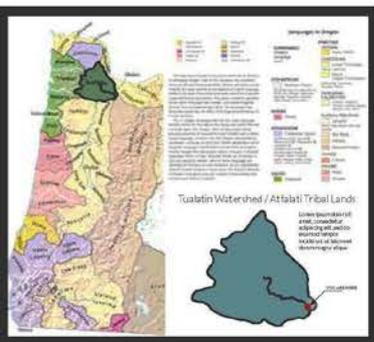
- Introduction to watersheds
- Kalapuya tribes areas, highlighting the Atfalati + Willamette Valley sub-basins
- Relation of Native Americans to watersheds + natural boundaries / resources
- Overlay of modern-day county boundaries + Willamette Vally sub-basins

NARRATIVE :

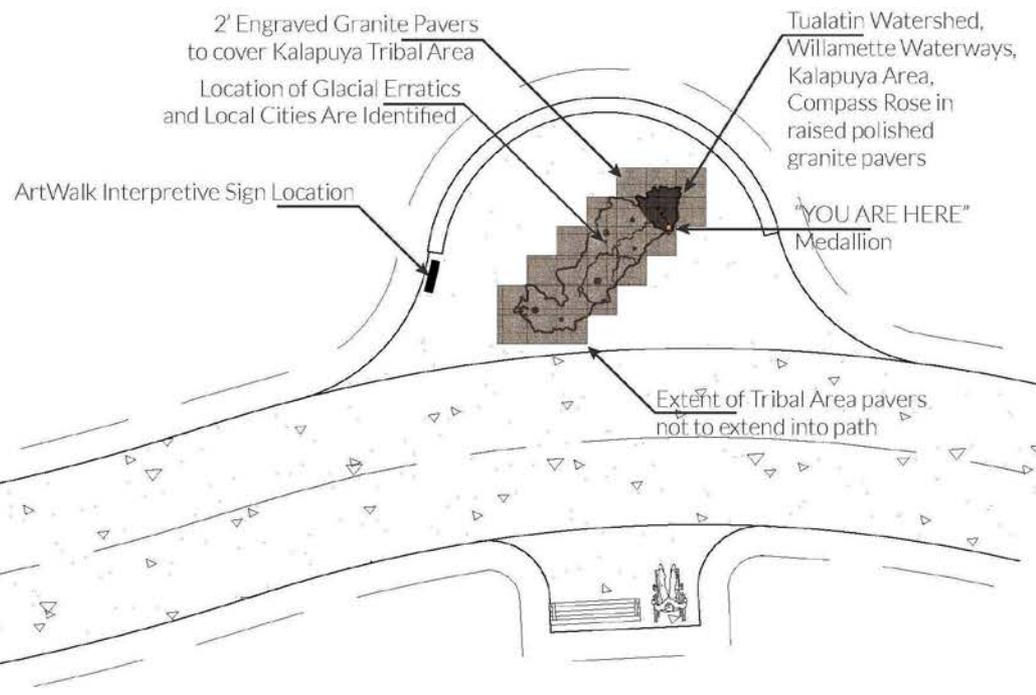
The story of this Interpretive Area is to highlight native culture's ties to the land, and use the relationship of watershed boundaries and tribal boundaries to illustrate that point. To the best of our knowledge, many tribal boundaries fell close to watershed boundaries, which illuminates a very ecological logic, and understanding of the local environment, that perhaps we have lost in modern times.



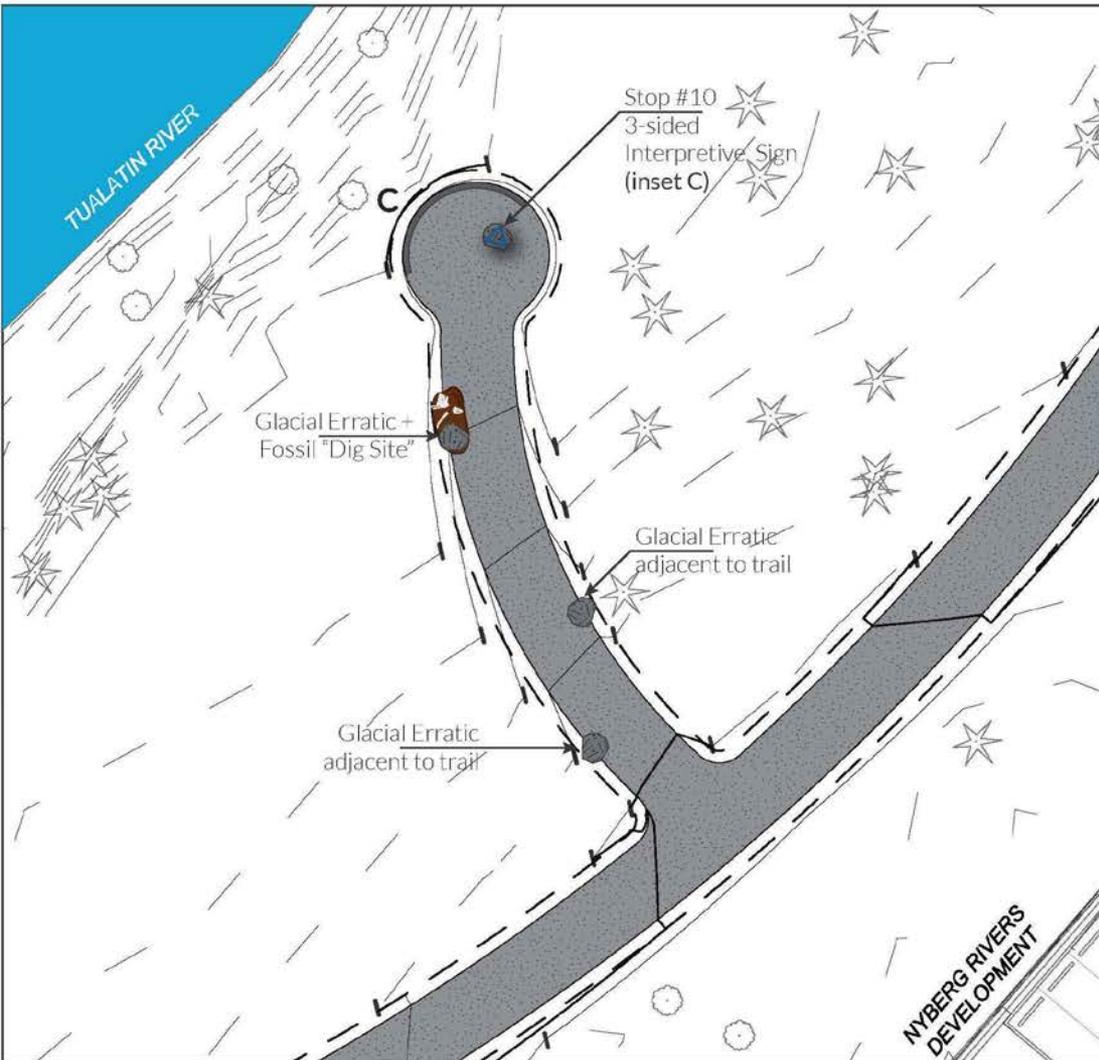
Example Raised Polished Granite



Interpretive panel, to be placed on the ArtWalk sign, showing Kalapuya sub-tribe areas, and the Tualatin River watershed basin.



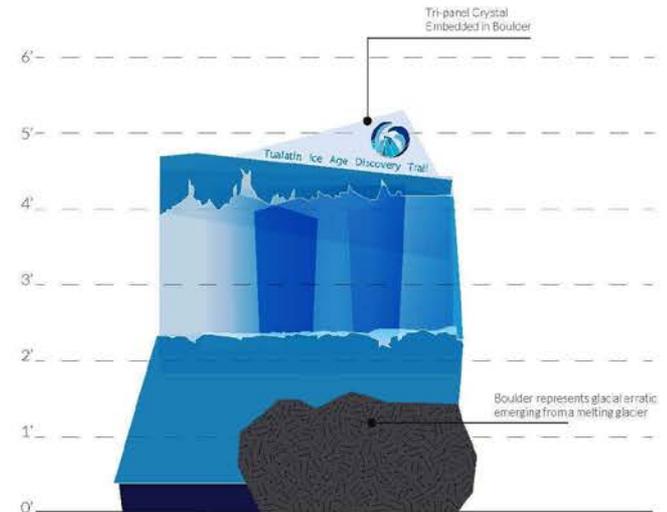
5 : Stop #10 Tualatin Ice Age Discovery Trail



NOTES:

- All elements adjacent to the trail to stay within 2' shoulder easement.

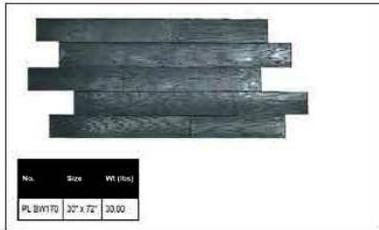
Crystal Boulder Embed (NTS)



Interpretive Sign Information :

- Side A (facing trail entrance) : How floods created conditions for preserving remains
- Side B : Native Americans + Flood Events
- Side C : Tualatin River Flood Channels

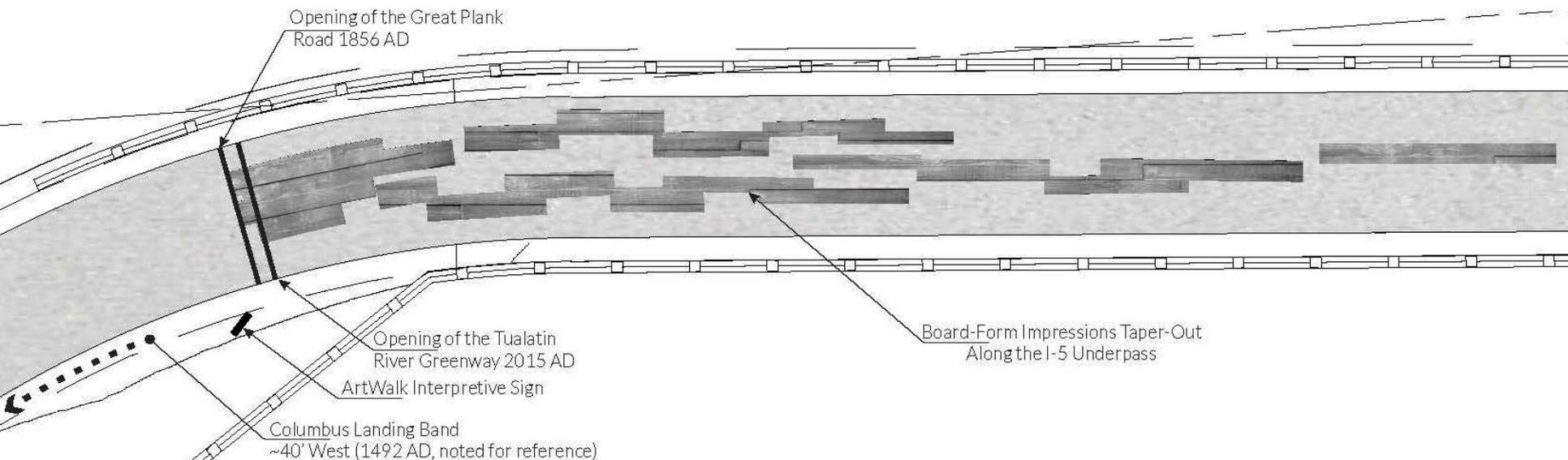
6 : Plank Road Moden Era Area



Board-Form Stamped Concrete
(starts at 1856 AD band,
fading to the center of
I-5 bridge underpass)

Interpretive Sign Information :

- Highlight the relatively short distance from the landing of Columbus, the first introduction of white Europeans to this continent and the present day: Compared to native peoples, white settlers have been here for a very short period of time.
- Portland & Valley Plank Road Company Information
- Significant Dates
- The rough alignment for the Great Plank Road
- construction + materials of the original Great Plank Road
- Today, the scale and scope of commercial transportation are much different - consider the highway directly overhead...
- Note that the speed of traffic overhead is travelling roughly at the same speed of the rushing Missoula Floodwaters ("WOW" factor)



NOTES :

- Confirm exact location of plank road impressions in the field.
- Confirm all historic references with a field professional.
- Any impressions in concrete to adhere to ADA standards.
- Board-form impressions made with standard texture stamp.

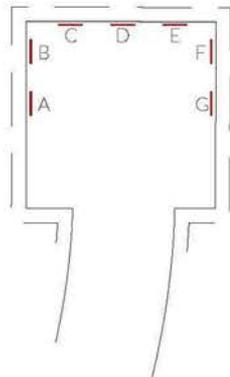


7 : Tualatin River Use : Historic Watercraft Type Panels Chronology

Sign Location (1" = 20')

(Specific locations and types of watercraft used to be verified with the client. This list reflects the list of watercraft types listed to the right. This list is not a finalized list).

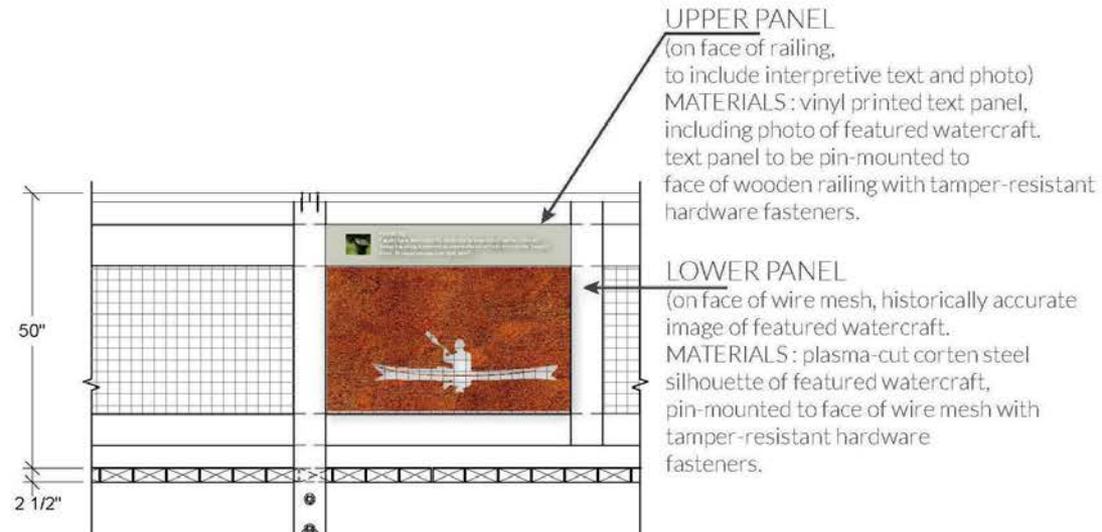
- Space panels on every-other wire mesh panel.
- This layout scheme may be applied with either OPTION A or OPTION B (below)



Legend :

- A : Dugout Canoes
- B : Steamboats
- C : River Ferries
- D : Covered Bridges
- E : Canoes
- F : Kayaks
- G : Stand-Up Paddleboards

Railing Face Watercraft Types - Representative Examples (1/2" = 1')



marking time

Look carefully at the pavement, and trace your steps through time.



Historic events are marked along the path in granite bands. Granite boulders were carried by ice from their origins in the Rocky Mountains. Can you find evidence of glacial erratics along the trail?

The bands of basalt stone in the path mark volcanic eruption events in the Pacific Northwest.



A sinuous band of blue seeded polished concrete spans the timeframe of the Ice Age. Blue colored concrete marks the Missoula Flood Era in the pathway.



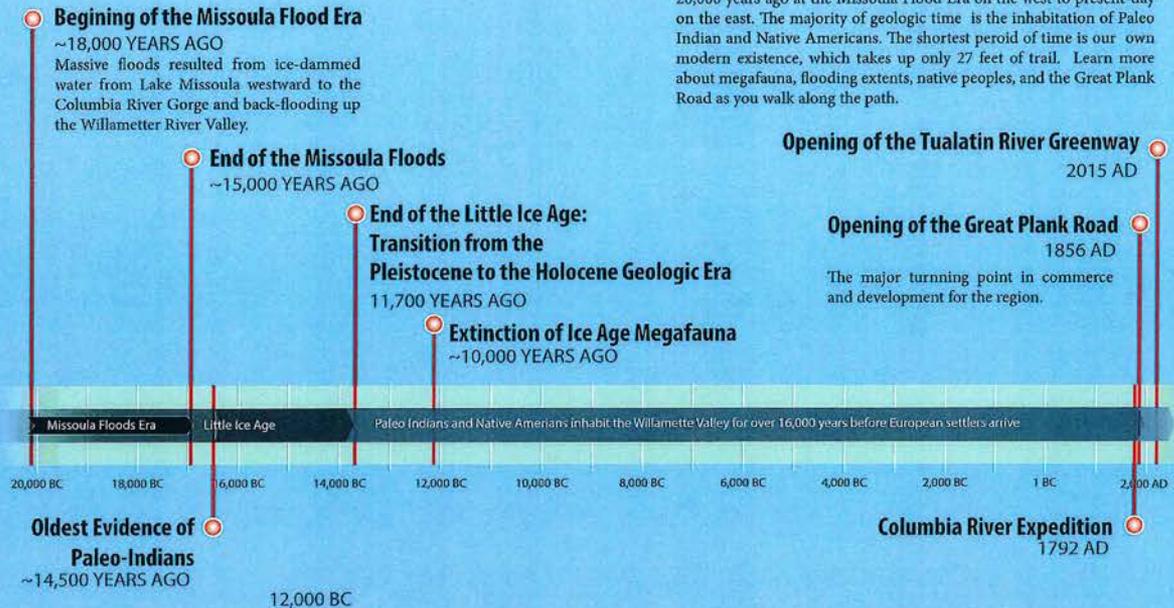
City of Tualatin



The Ice Age Transition

How Long Does it take you to walk from the Ice Age to modern time?

The Tualatin River Greenway is a to-scale chronology beginning over 20,000 years ago at the Missoula Flood Era on the west to present-day on the east. The majority of geologic time is the inhabitation of Paleo Indian and Native Americans. The shortest period of time is our own modern existence, which takes up only 27 feet of trail. Learn more about megafauna, flooding extents, native peoples, and the Great Plank Road as you walk along the path.



Sketch of Paleo-Indians and/or Megafauna

Consider the Paleo Indians mingling with megafauna like Mammoths, Giant Ground Sloths, and Dire Wolves (hunting them to extinction) during the latter years of the last Ice Age.

Photo of people today enjoying the TRG or Ice Age Discovery Trail

Thank you to the following sponsors:
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Donor Name, Donor Name, Donor Name, Donor Name,
Donor Name, Donor Name, Donor Name, Donor Name,

Image of Columbia River or sketch of Columbia River Expedition.

The Columbia River was named after the first European ship, the *Columbia Rediviva*, to sail the river in 1792. Modern day settlers have been living in the Valley just 1% of the length of time native peoples have been here.

megafauna, living large

Alta Planning + Design

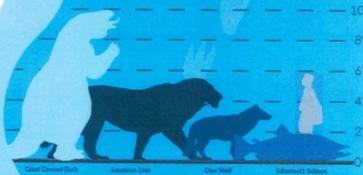


A sketch of a Sabretooth Salmon *Oncorhynchus nasutus* - Sabretoothed Salmon fossil by scientists at the University of Oregon's Museum of Natural and Cultural History.

Have you told a tale of landing the big one? Like the 7-foot graine salmon under your feet? This story is not a fish tale. Sabretooth fossils provide evidence of the giant salmon that lived here during the Ice Age. Fossils have been discovered in Tualatin. That means the Sabretooth salmon swam up freshwater rivers to spawn, just like its closest living relative, the sockeye.



Animals were much bigger when the earliest humans walked the Tualatin Valley than they are today. Imagine coming face to face with a 10-foot-tall Giant Ground Sloth.

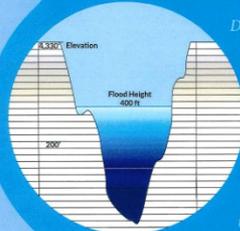


City of Tualatin



flood inundation pavement mosaic

Alta Planning + Design



During the largest of the Lake Missoula Floods, the entire Tualatin Valley became a rushing river, measuring 30 miles long, up to 10 miles wide, and 400 feet deep through the Willamette Valley. This cross section shows the flood depths in relation to the elevation of today's landscape.

The extents of the Missoula flood levels are shown on the pavement in the granite map mosaic. The scale of the flooding was massive ranging from western Montana to Eugene. Imagine Tualatin under 200 feet of water.



Follow the bronze inlay rivers to trace the current flows of the region's rivers.



City of Tualatin



the great plank road

Alta Planning + Design



The Great Plank Road is seen here in 1896. The road dramatically improved transportation and trade, making Portland the most important city in the Northwest by connecting it with the produce rich Tualatin Valley.

Impressions of wood planks, stamped into the concrete path, represent the transition to modern settlement and commerce. Taking five years to build, the opening of The Great Plank Road in 1856 brought farm produce to Portland's docks and beyond. Although the level of improvement was small and the road was never completely planked, it saved farmers having to travel on muddy forest roads.

The route roughly follows the Sunset Freeway. Look overhead, and think about how fast farmers can get fresh produce on your table today!



City of Tualatin





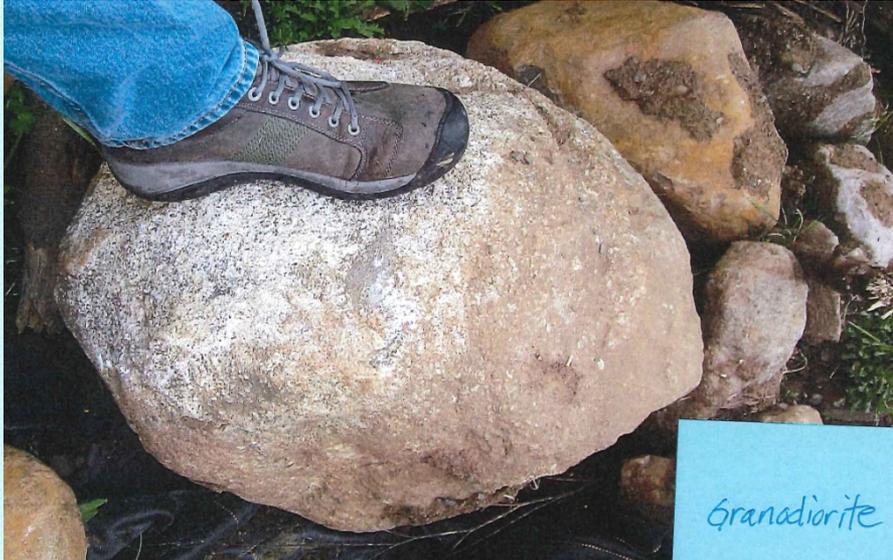
**Quartz
Diorite**



Hornfels



Gneiss
(Have a nice day!)



Granodiorite

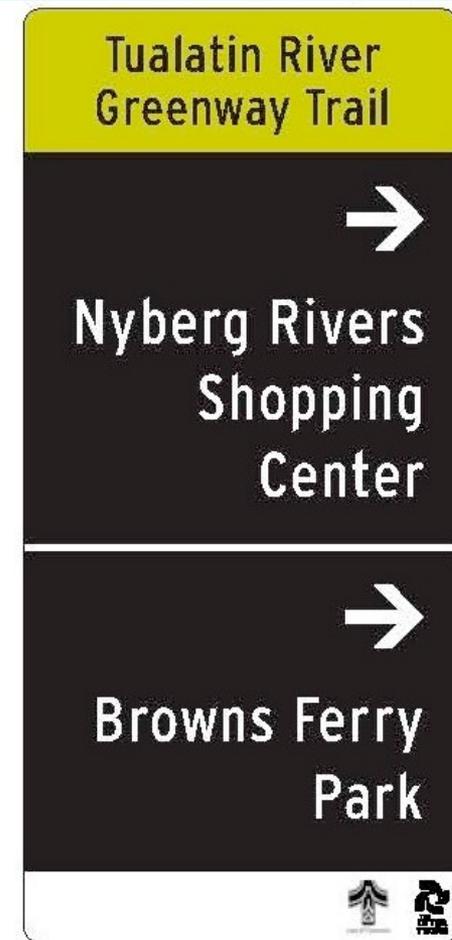
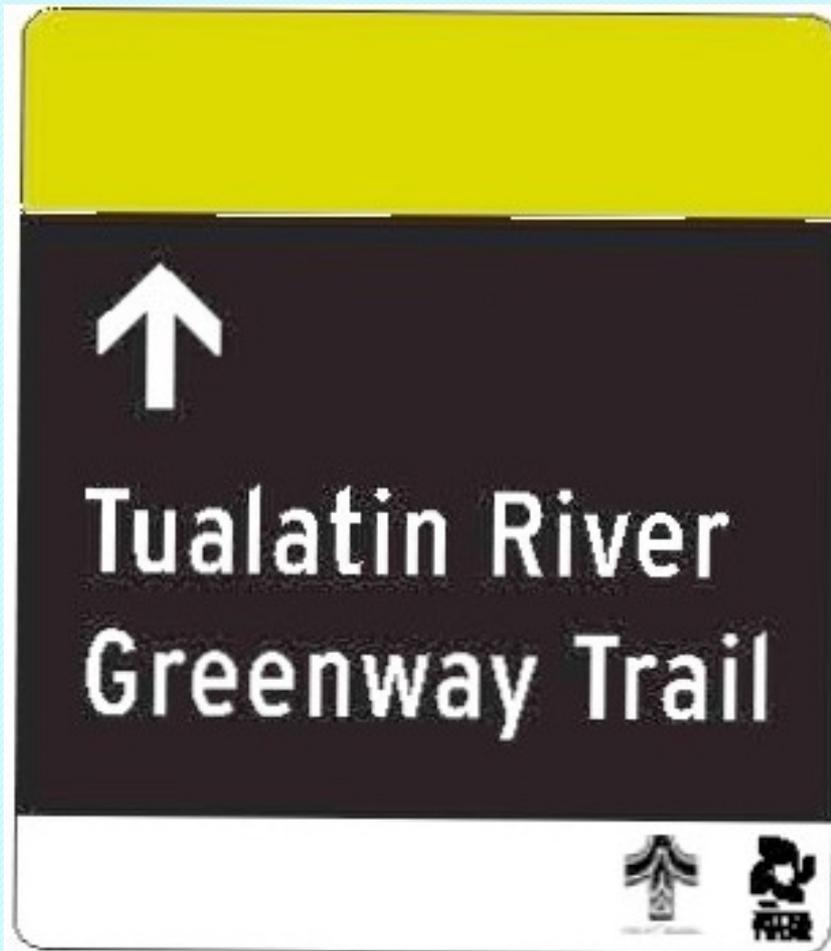


Project Area

**Staging Area and
Construction access**

Mitigation Area

Wayfinding Signs



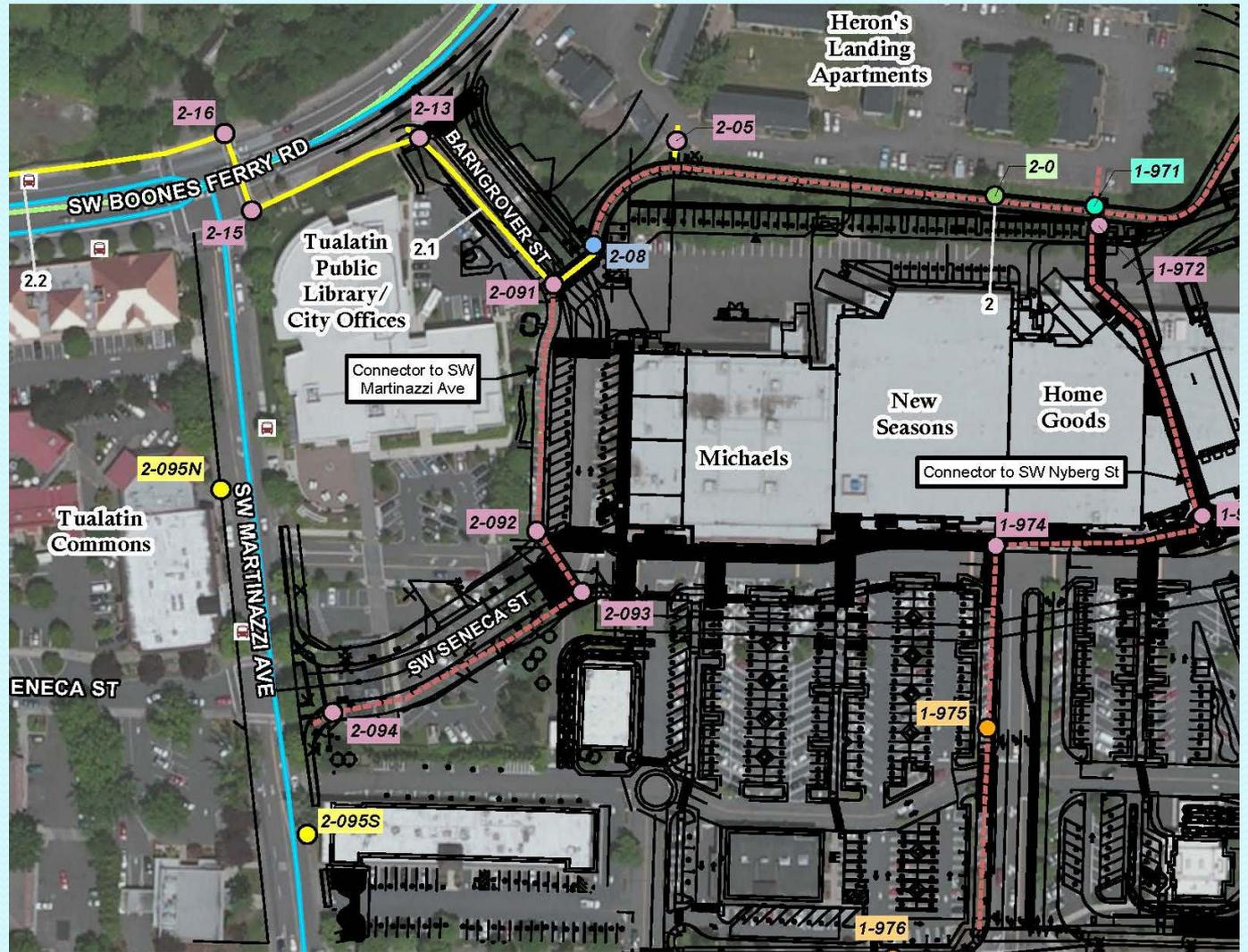
Tualatin River Greenway Trail



Nyberg Rivers Shopping Center



Browns Ferry Park



Tualatin River Greenway Trail Distances

Tualatin River Greenway Trail STATUS

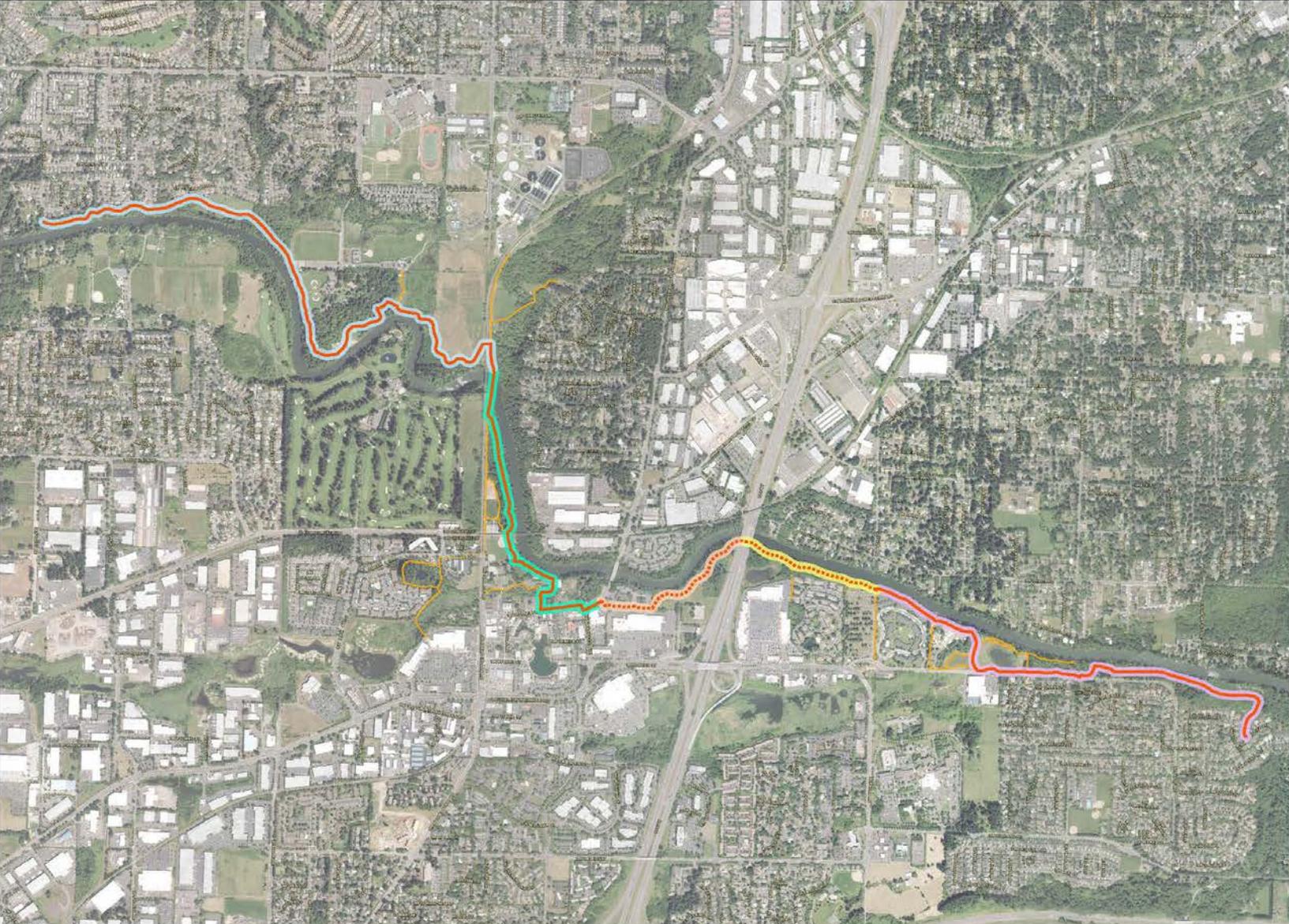
- Existing
- Proposed

Trail Segment Lengths

- Trail Segment
- 100th Ave to Kiakuts: 1.7 mi
 - Kiakuts to Tualatin Library: 91 mi
 - Tualatin Library to I-5: 46 mi
 - I-5 to 65th Ave: 36 mi
 - 65th Ave to Natchez Ct: 1.24 mi

Other Trails

- Existing
- Proposed



RF 1:14,400
1" = 1,200'

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions on the information. This map is provided "as is." TualGIS 8/25/2014

Schedule

Construction - Summer & Fall 2015

Open – Winter 2016

Budget

Construction Contract

\$3,023,176

Construction Funding Sources

- CenterCal Properties Donation \$600,000
- *Connect*Oregon V Grant \$1,585,800
- Metro Natural Areas Bond Measure
Local Share Funds \$88,860
- Park System Development Charges \$98,516
- Washington County MSTIP
Opportunity Fund Grant \$650,000

Total Construction Contract Funding

\$3,023,176



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Cindy Hahn, Associate Planner
Aquilla Hurd-Ravich, Planning Manager and Alice Cannon, Assistant City Manager

DATE: 06/08/2015

SUBJECT: Basalt Creek Concept Plan Briefing - Land Use Scenarios and Jurisdictional Boundary Options

ISSUE BEFORE THE COUNCIL:

Staff will share land use scenarios and jurisdictional boundary options for the Basalt Creek planning area for City Council discussion. The purpose of tonight's meeting is to familiarize the Council with this material, and to ask Council to provide feedback on the initial concepts. Council will be asked to provide direction on the options in preparation for the Tualatin - Wilsonville Joint City Council meeting on June 17.

EXECUTIVE SUMMARY:

The Basalt Creek Concept Plan will establish a jurisdictional boundary and land use vision for the 847 acres between the cities of Tualatin and Wilsonville.

At the Tualatin - Wilsonville Joint City Council meeting in December 2014, the project team presented a base-case infrastructure and land use scenario. Members of the Councils expressed significant concerns regarding the initial design and potential costs for sanitary sewer construction in the planning area and directed staff to re-evaluate the sanitary sewer system.

Staff spent the following months conducting a more detailed sewer alternatives analysis and geotechnical exploration and, at separate City Council work sessions (April 20 in Wilsonville and May 11 in Tualatin), presented three additional sanitary sewer alternatives for consideration. At the work sessions, both City Councils indicated that sanitary sewer service boundaries need not coincide with the jurisdictional boundary and that shared service agreements among Wilsonville, Clean Water Services (CWS) and Tualatin are an acceptable method of providing sewer service to the planning area.

Based on this direction, the project team refined the land use scenarios and jurisdictional boundary options and prepared cost and revenue information for review and discussion by the City Councils.

DISCUSSION:

Jurisdictional Boundary Options

Two jurisdictional boundary options have been developed for City Council consideration. Boundary Option 1 results in a near equal split of the 391 developable acres in the planning area between Tualatin and Wilsonville, while Boundary Option 2 allocates roughly 40% of the developable acreage to Tualatin and 60% to Wilsonville.

Land Use Scenarios and Cost/Revenue Analysis

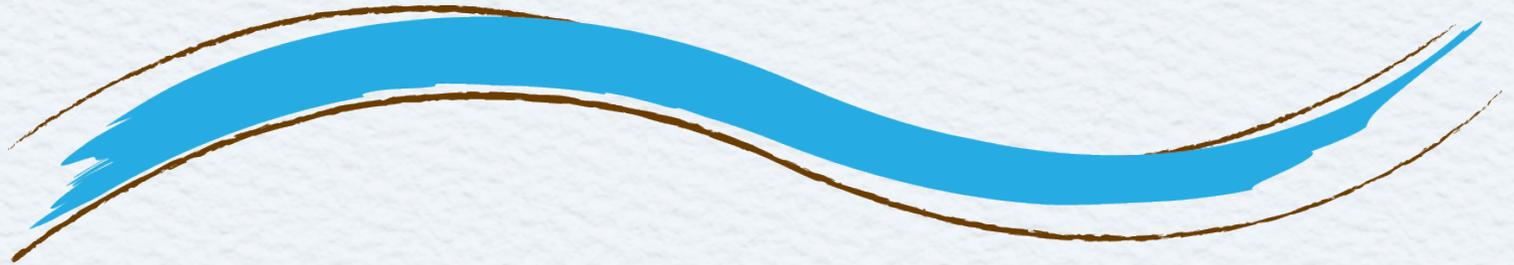
Two land use scenarios have been developed for City Council consideration. Both options include land for residential development, a small amount of neighborhood retail, and employment transition lands in Tualatin. Land Use Option 1 also includes land for industrial development. Staff will provide a summary of the cost/revenue analysis generated to date for both options.

Timeline

The boundary and land use options will be presented for discussion at the next Tualatin - Wilsonville Joint City Council meeting on June 17. The project team will take feedback from the joint meeting and create a preferred alternative. Staff will return in July or August to present the preferred alternative, and a public open house will occur in August/September to ask for input.

Attachments: [JC3 Final Draft 060415 EXTRACT FOR WS 060815 AQ2 060515](#)

Basalt Creek
concept Plan

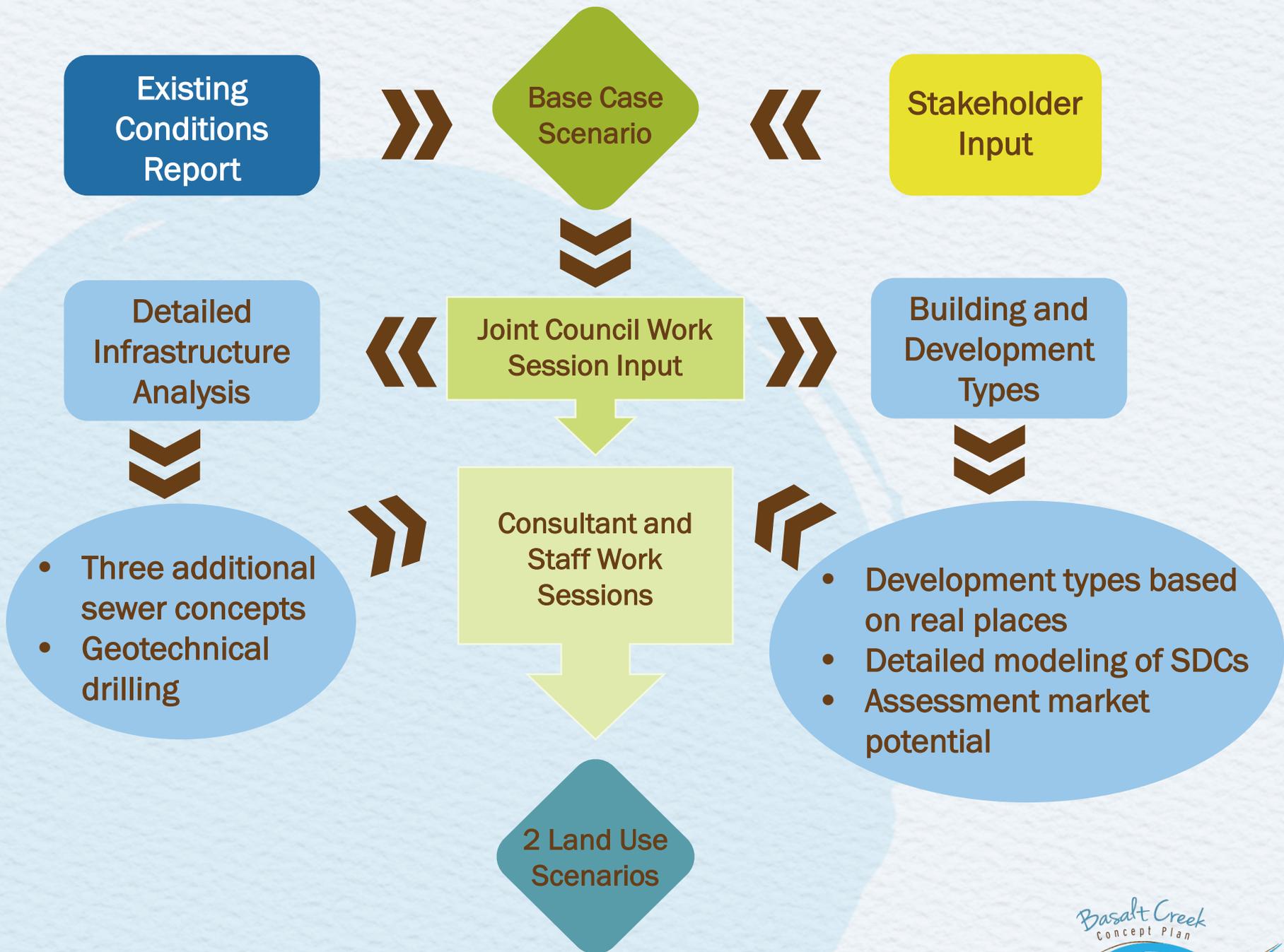


**City Council
Work Session**

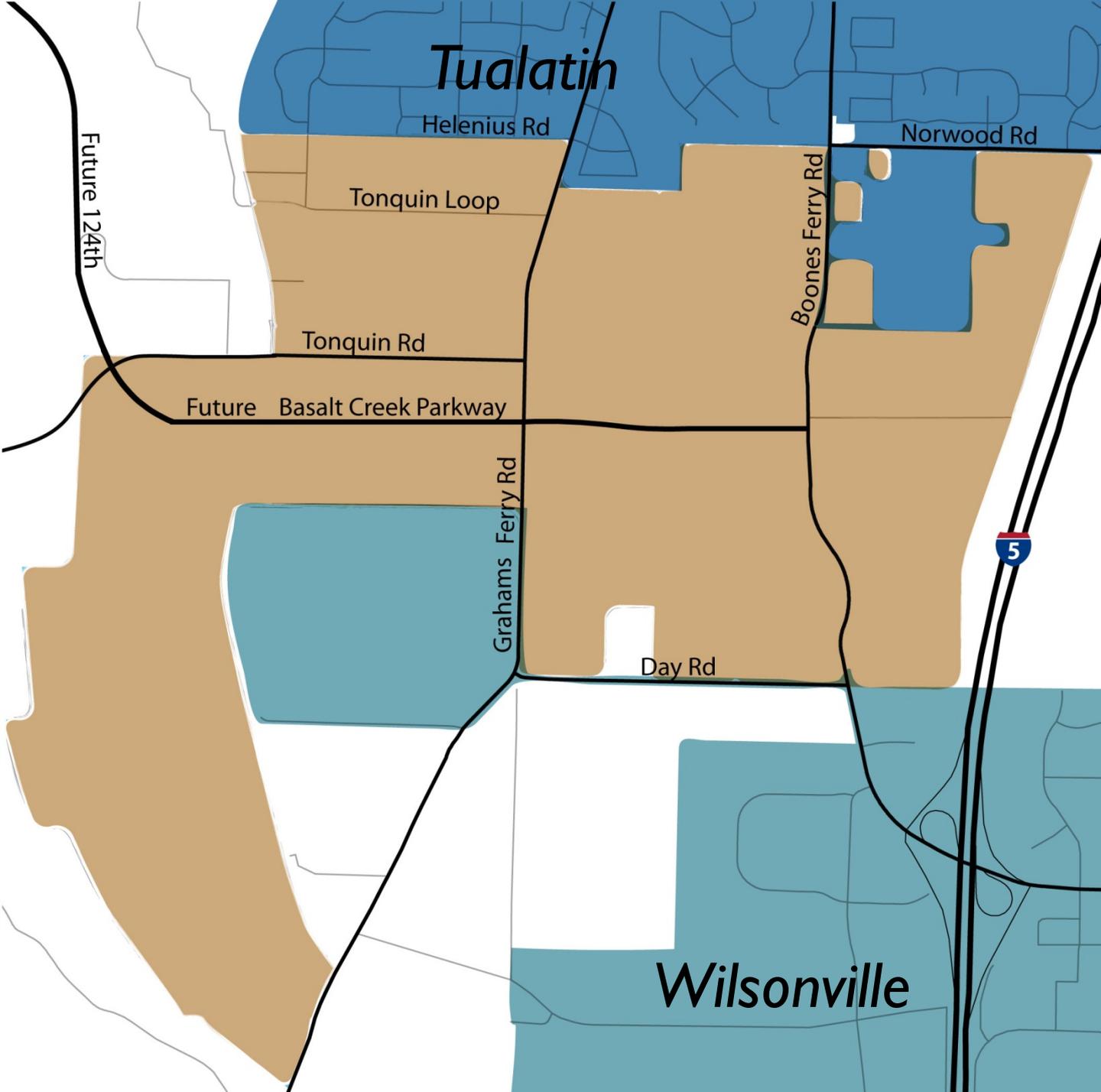
June 8, 2015

Land Use Scenario

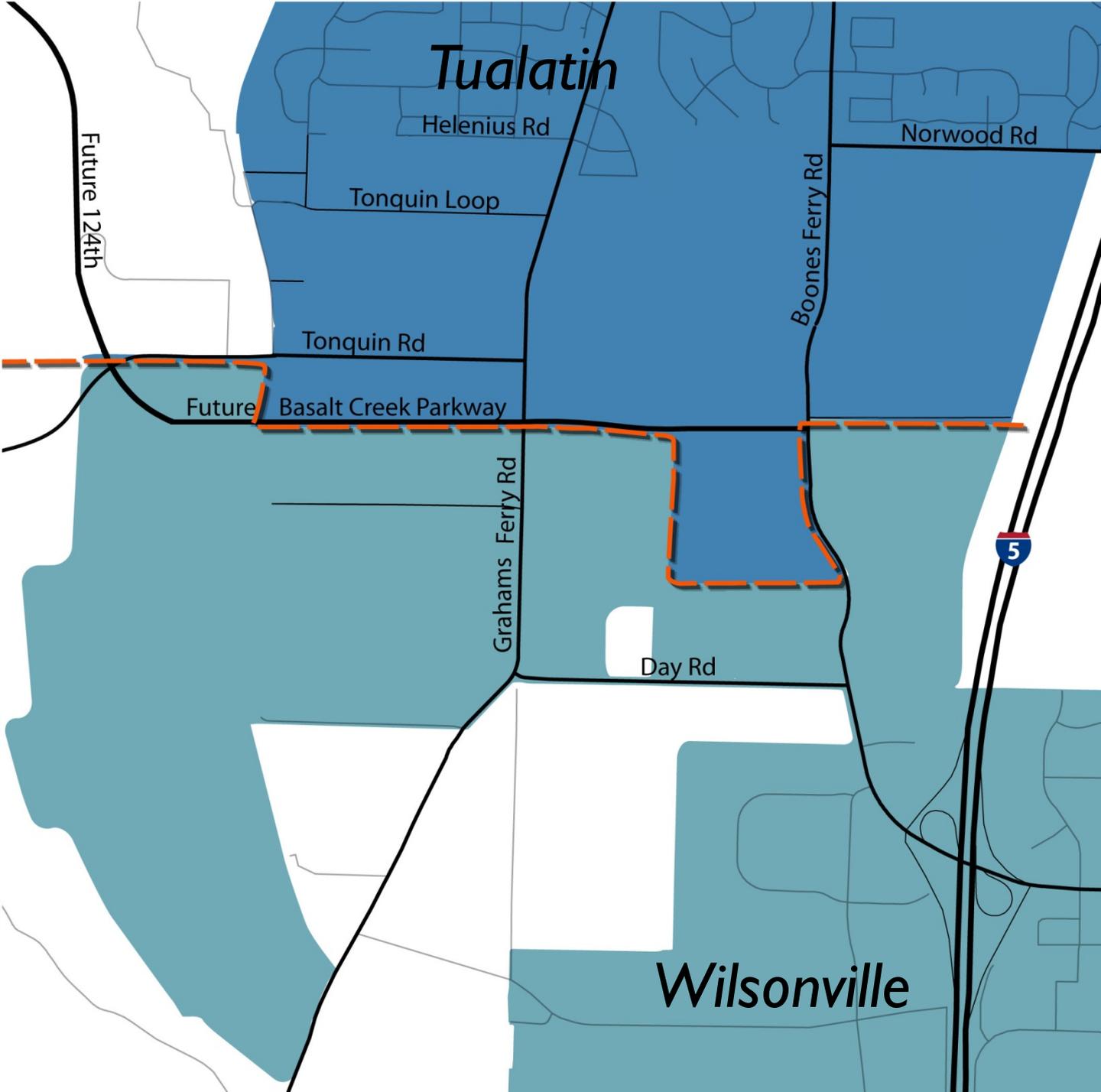
Planning Process Overview



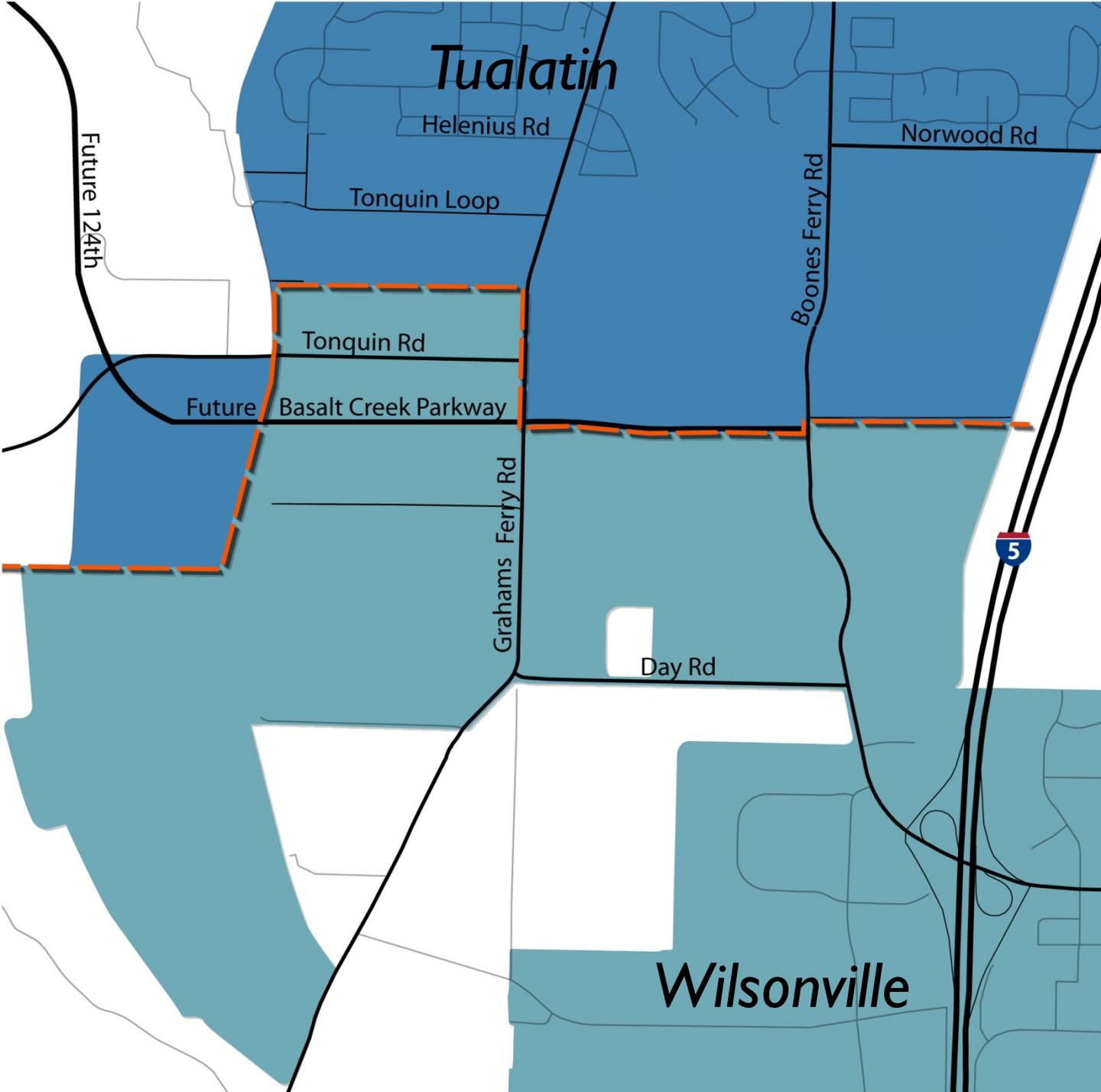
City Limits Today



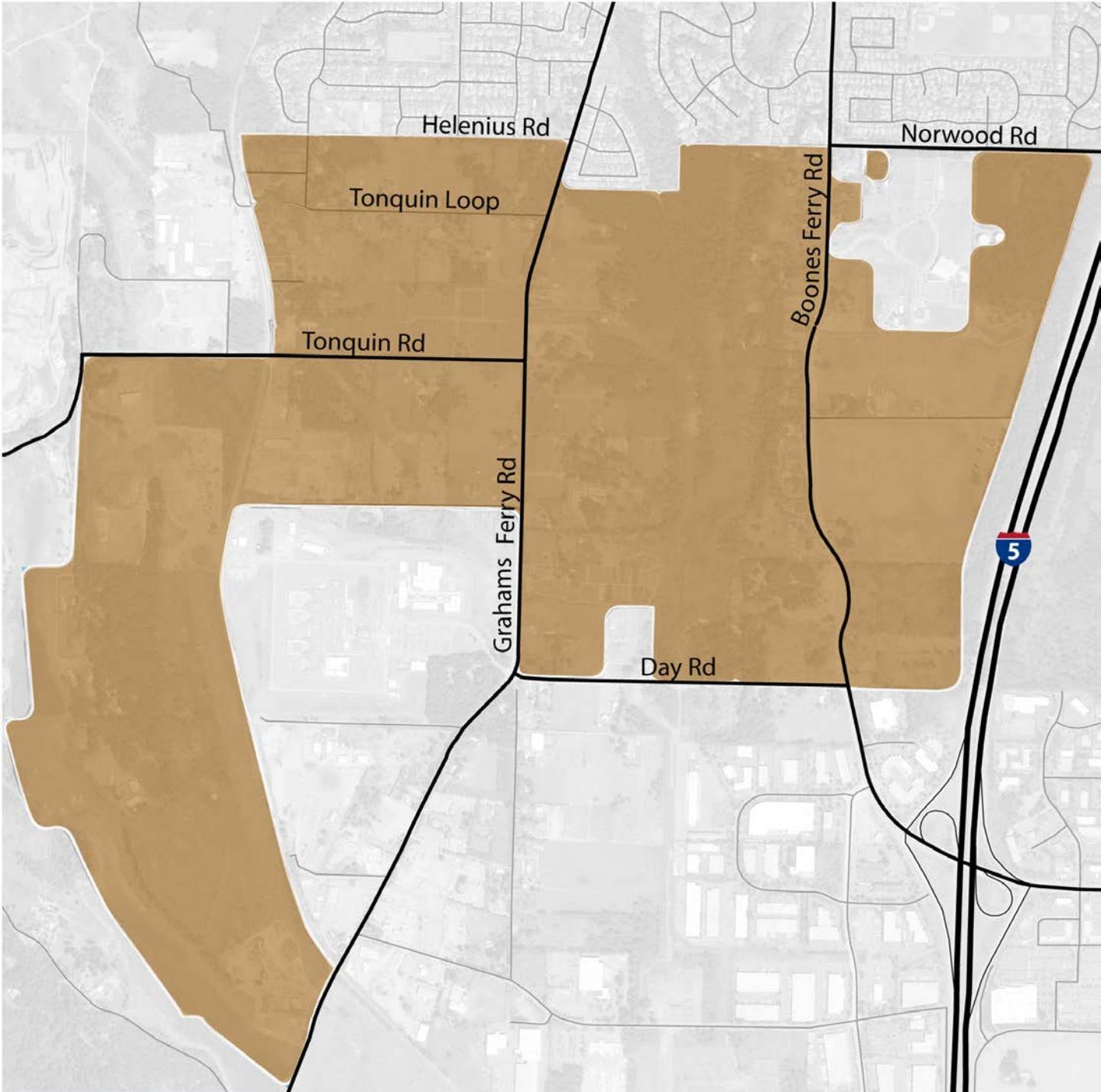
Boundary Option I



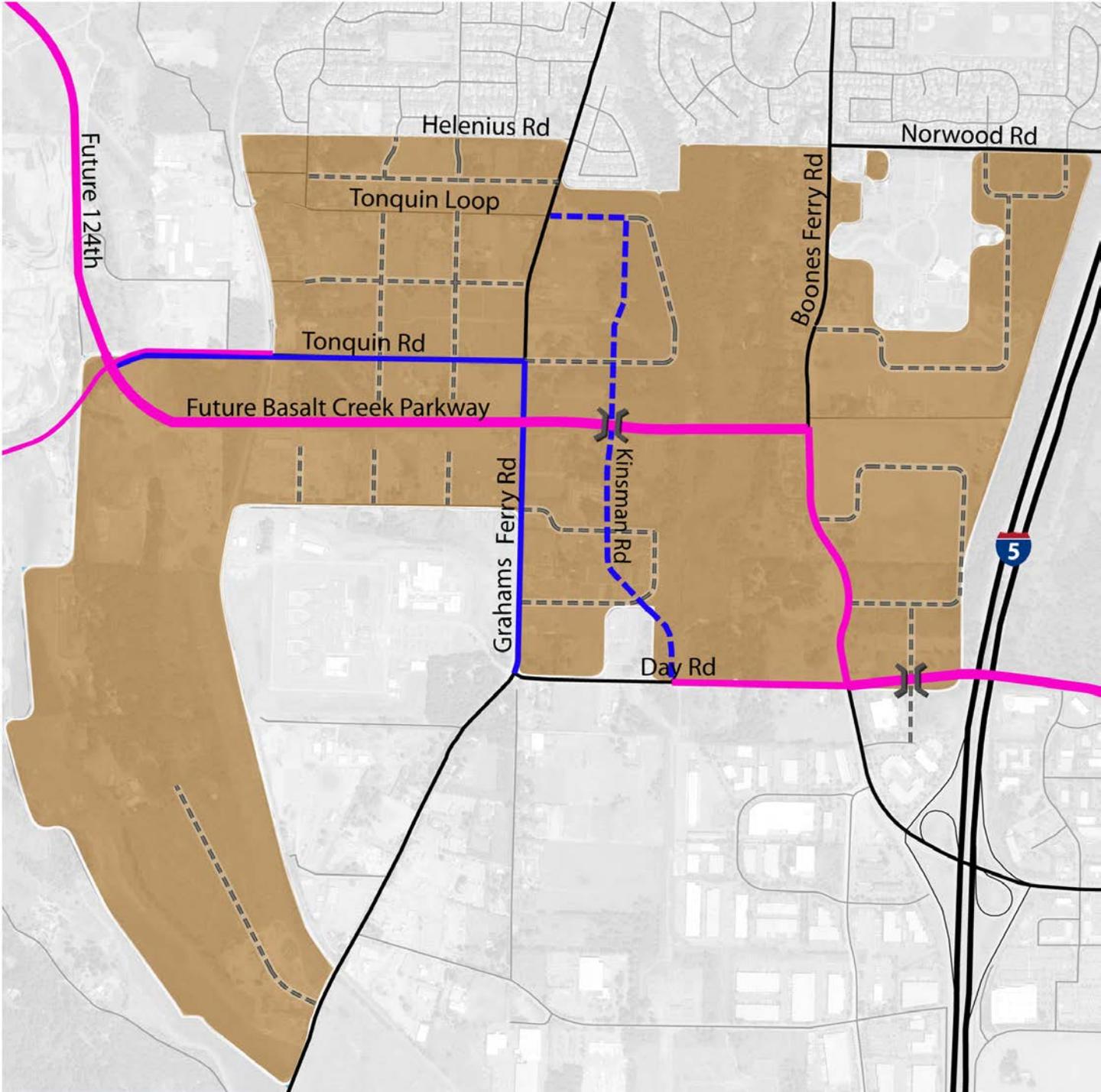
Boundary Option 2



Existing Transportation Network

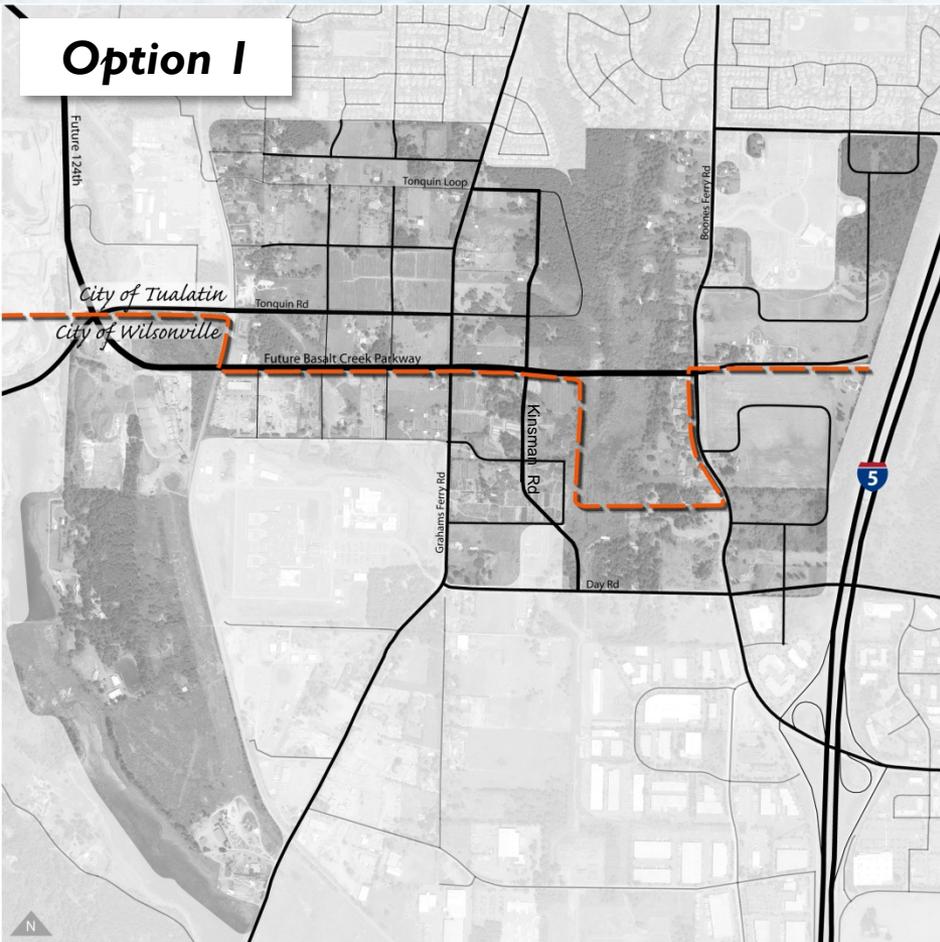


Proposed Local Street Network

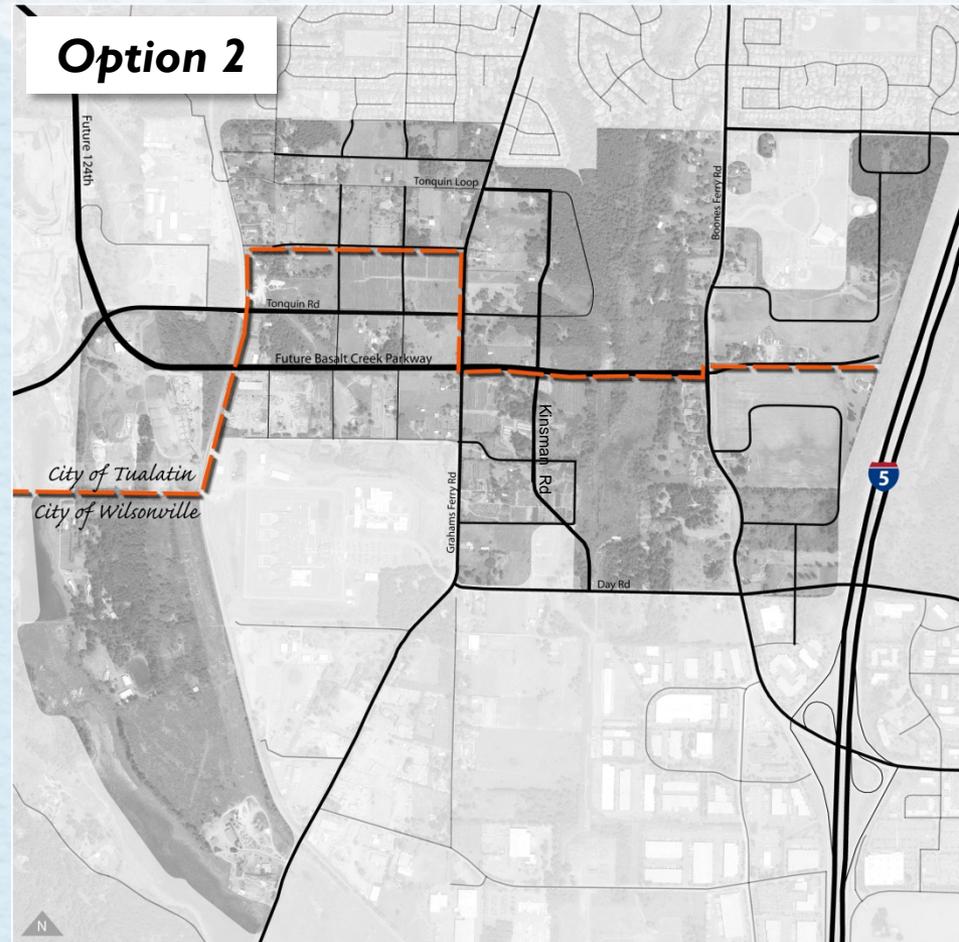


Boundary Options

Option 1

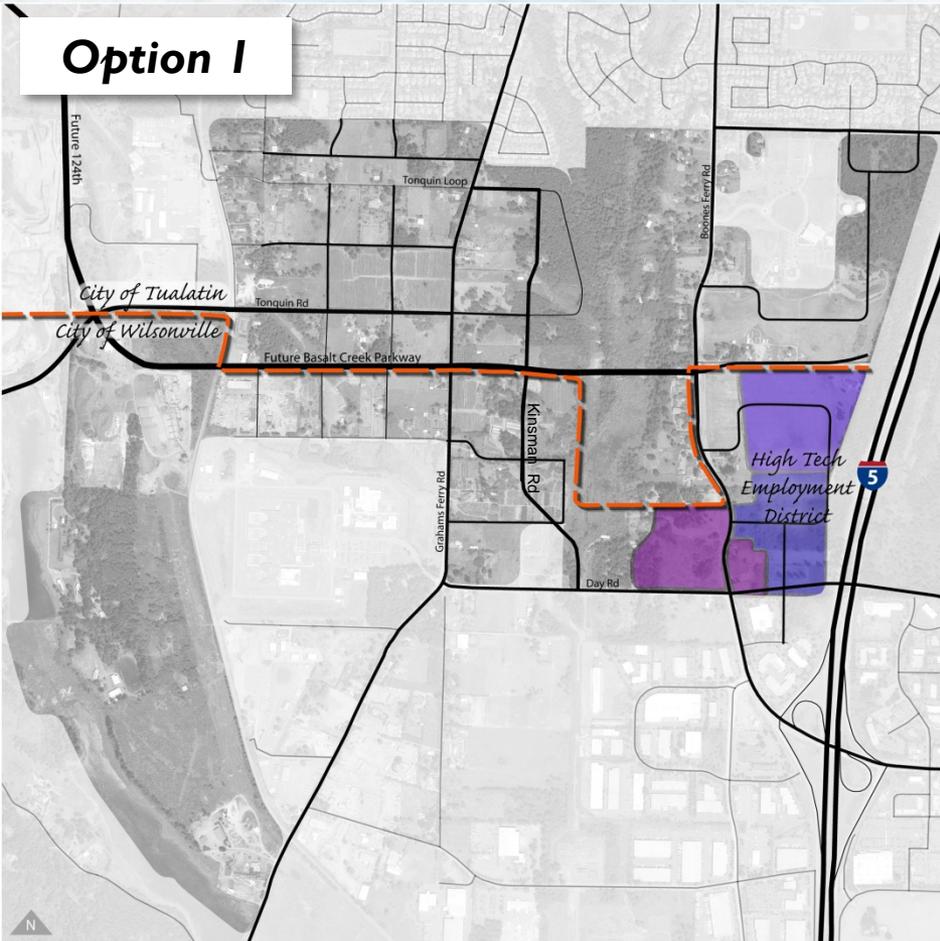


Option 2

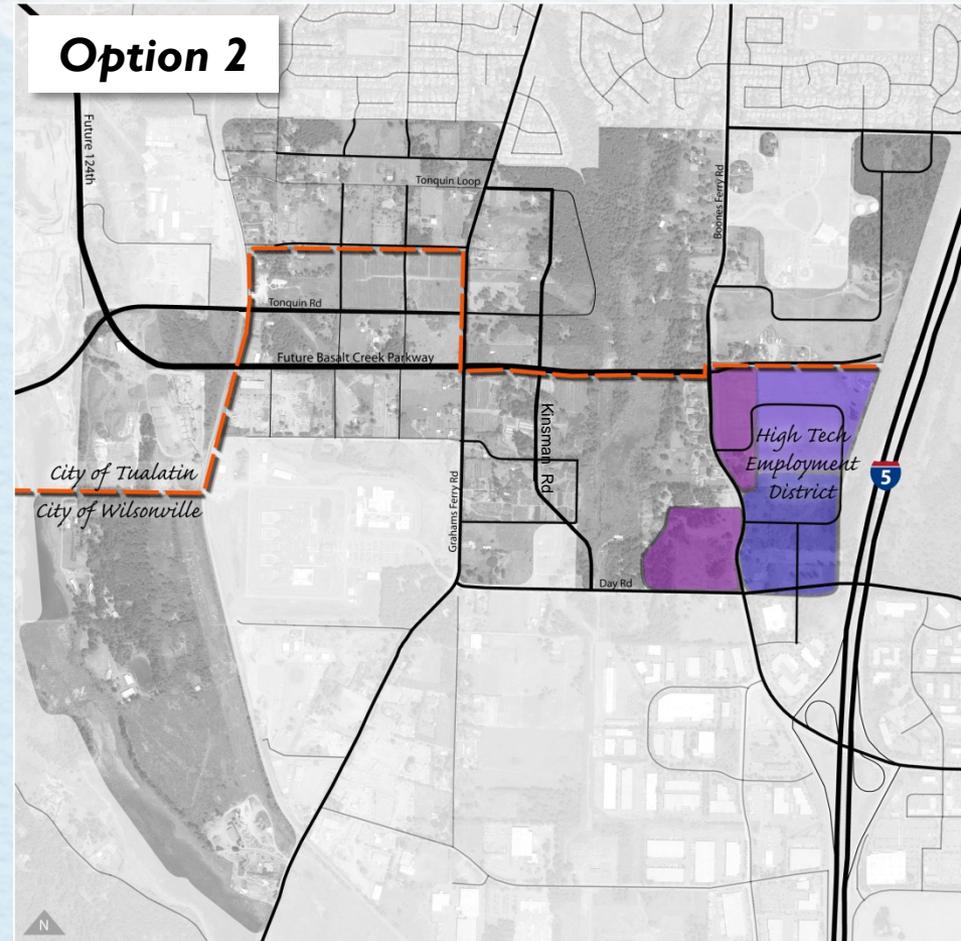


High Tech Employment District

Option 1

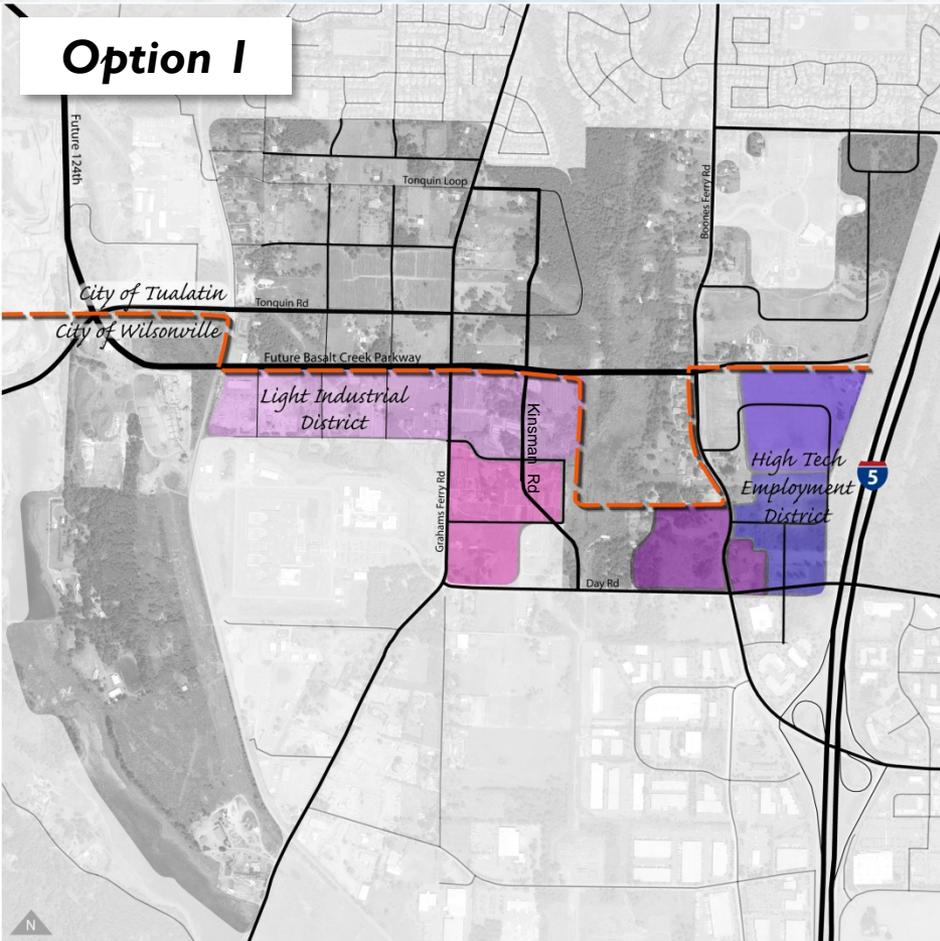


Option 2

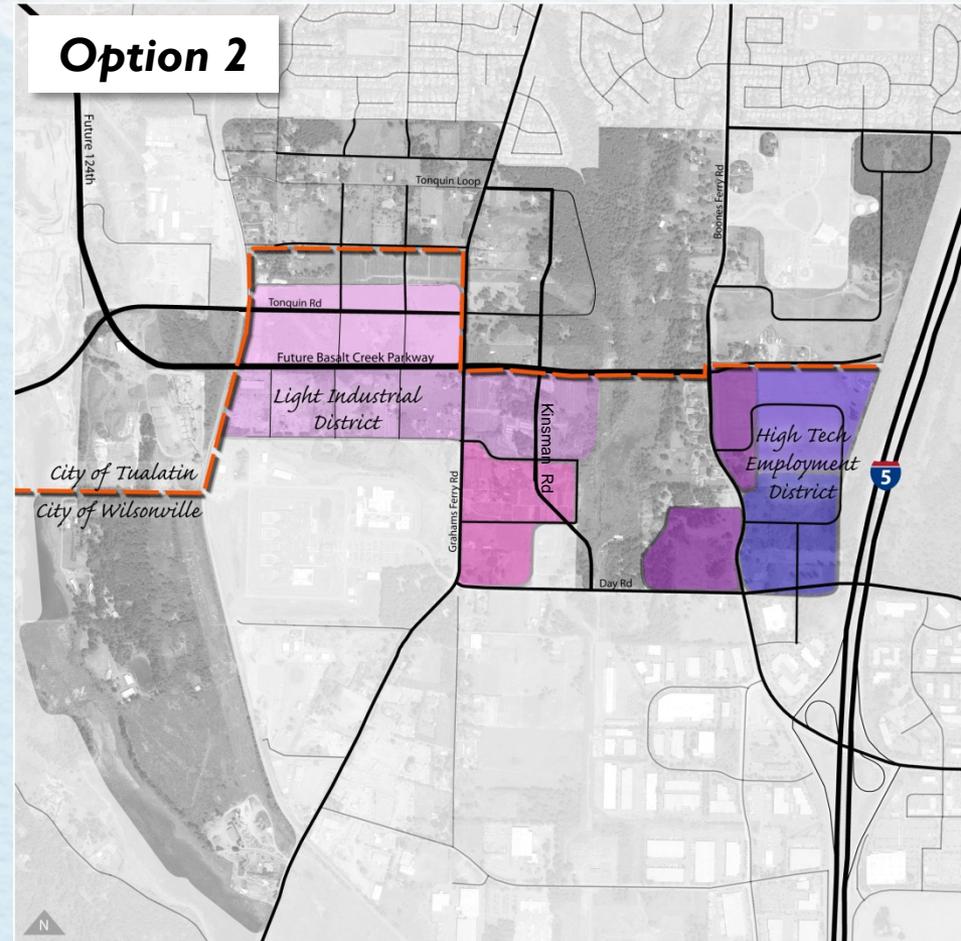


Light Industrial District

Option 1

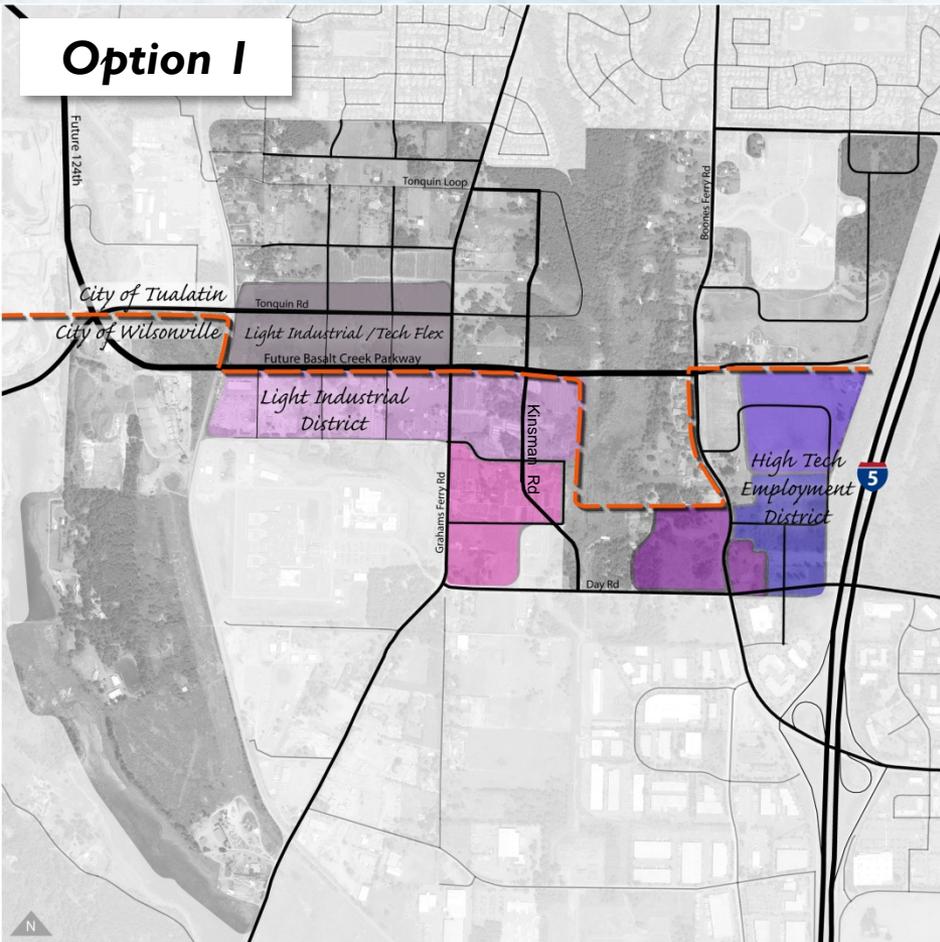


Option 2

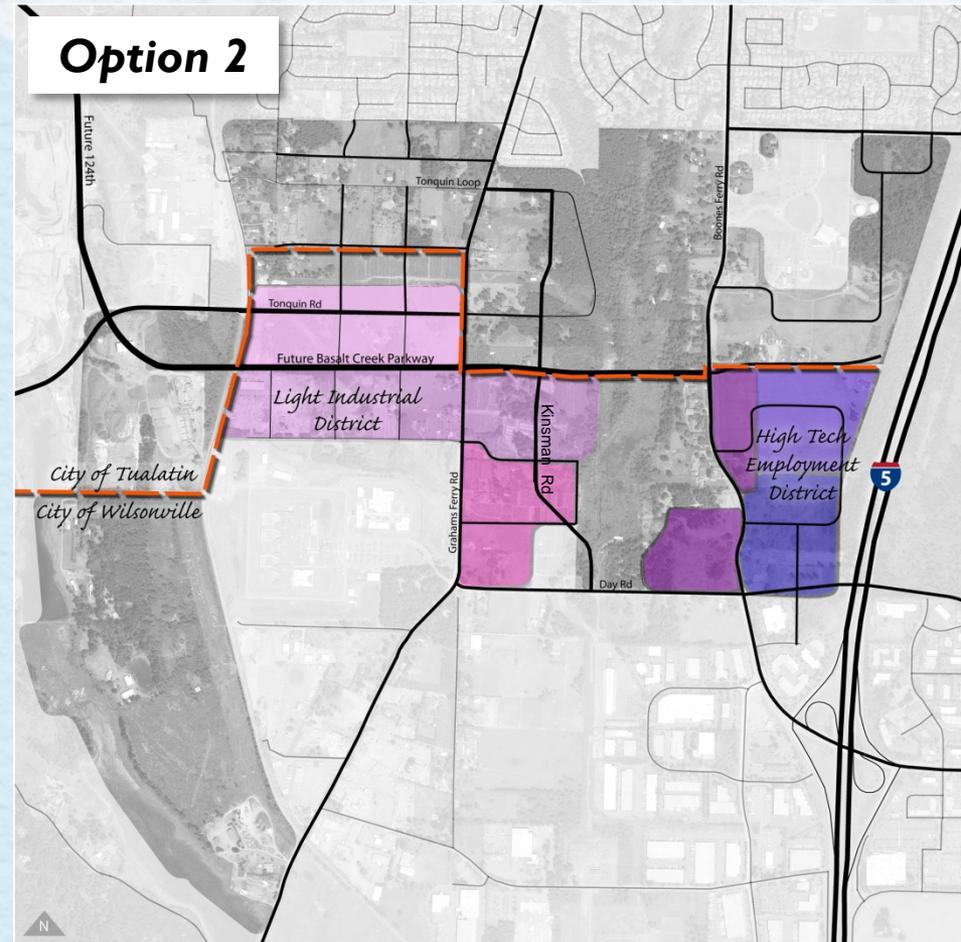


Light Industrial/Tech Flex

Option 1

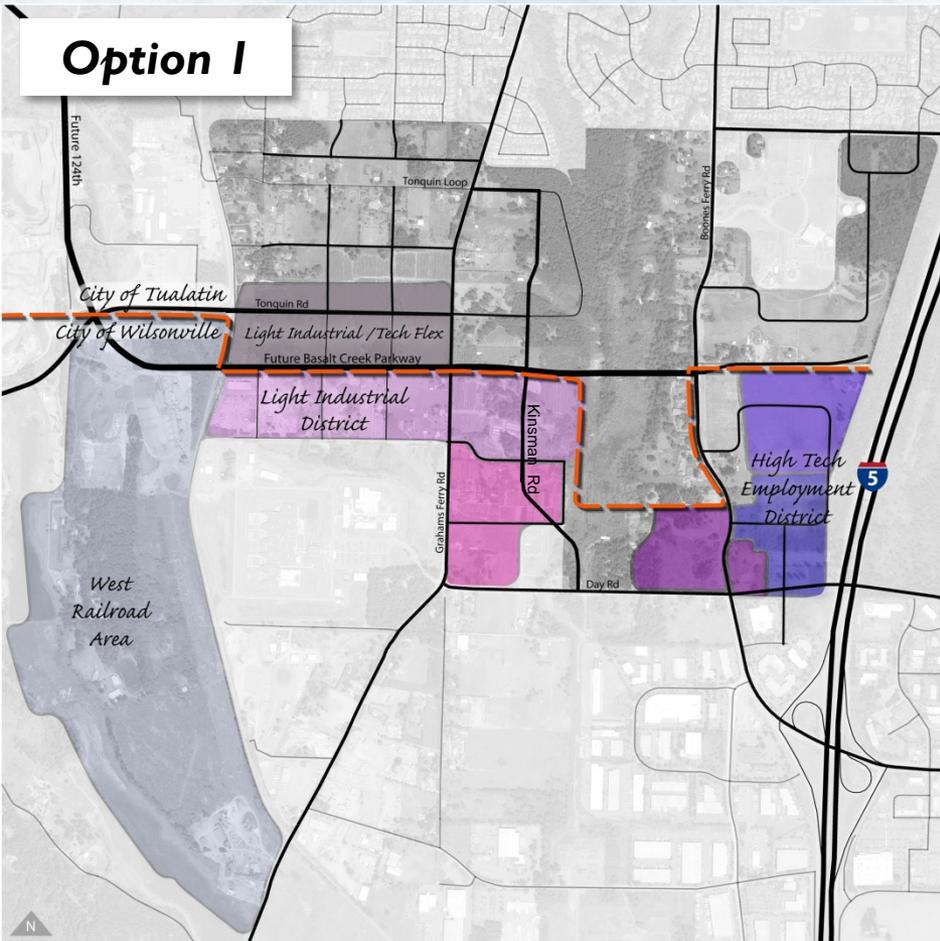


Option 2

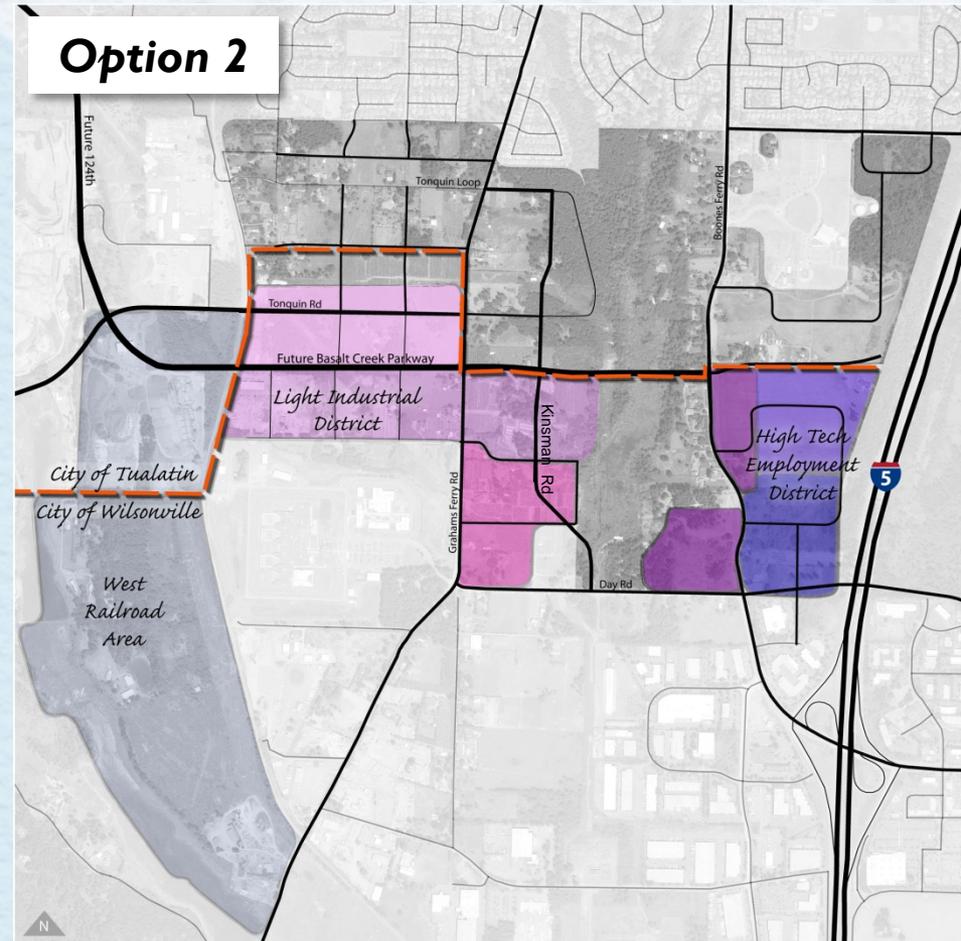


West Railroad Area

Option 1

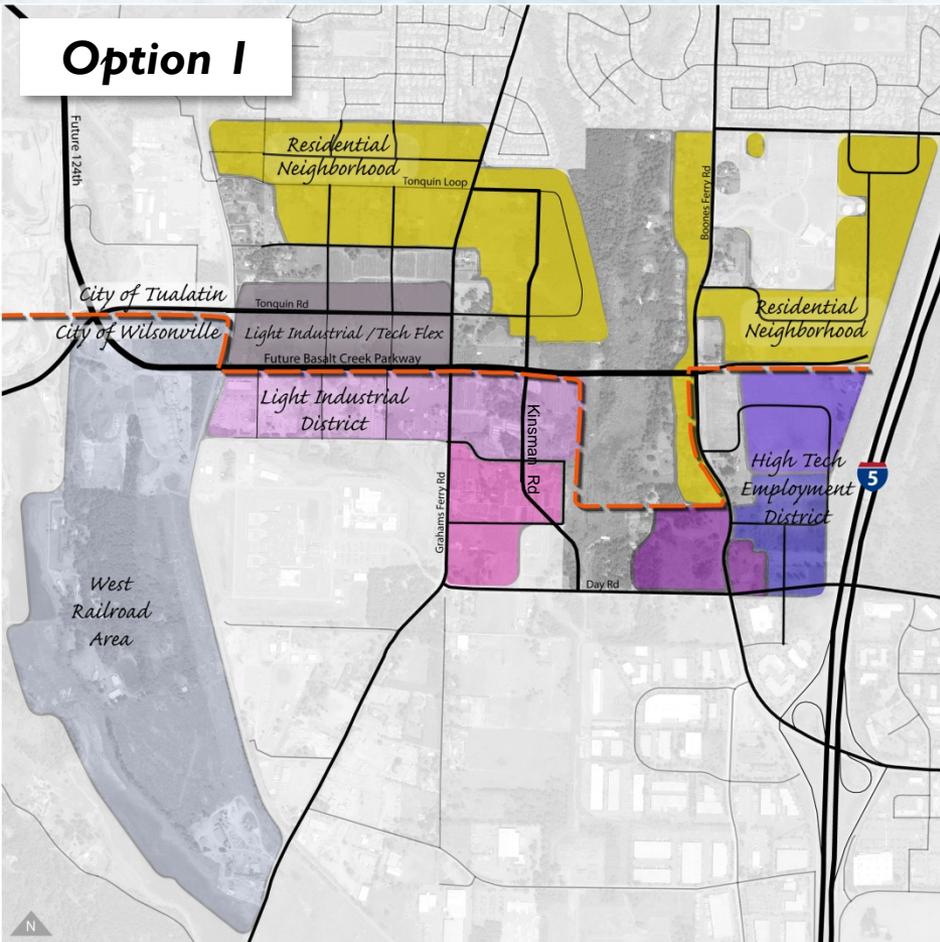


Option 2

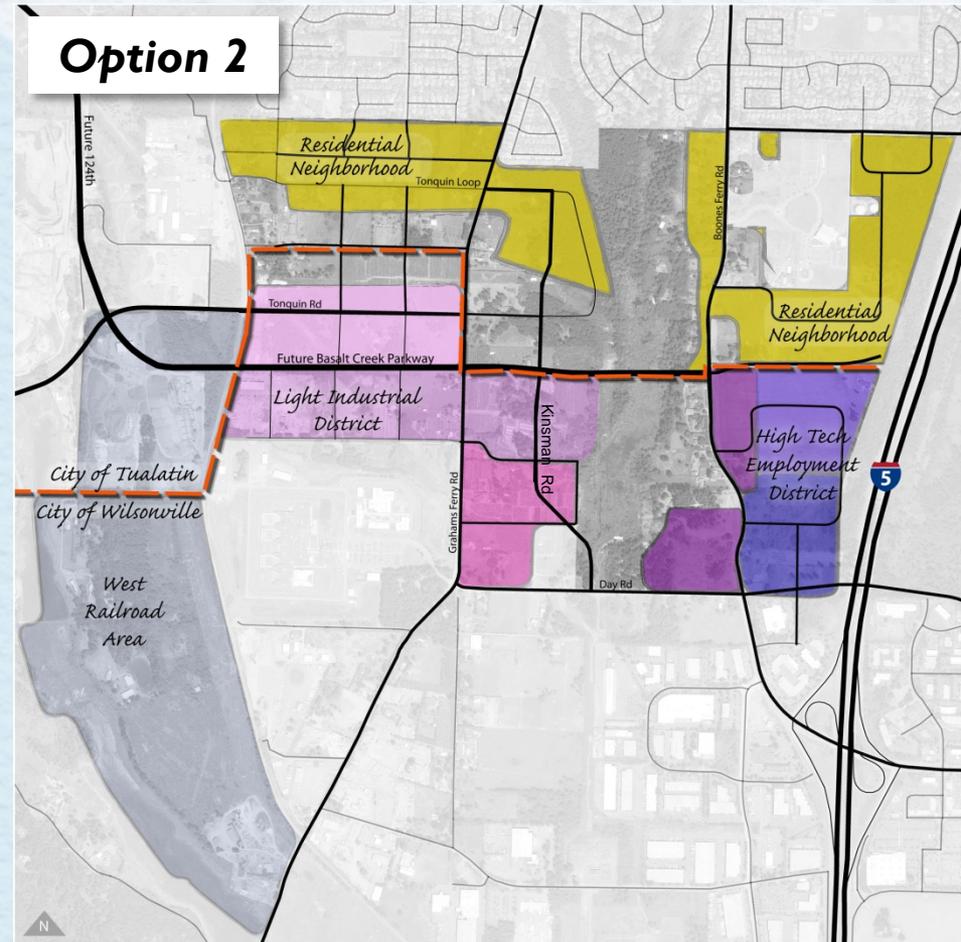


Residential Neighborhoods

Option 1

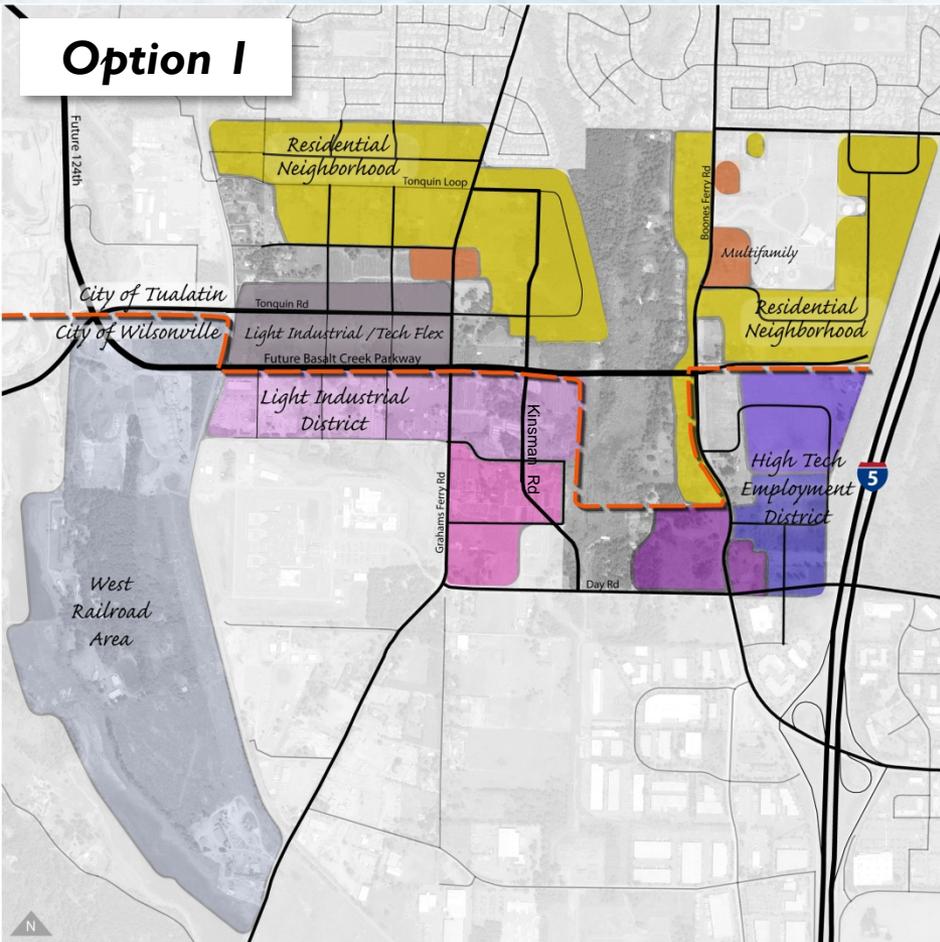


Option 2

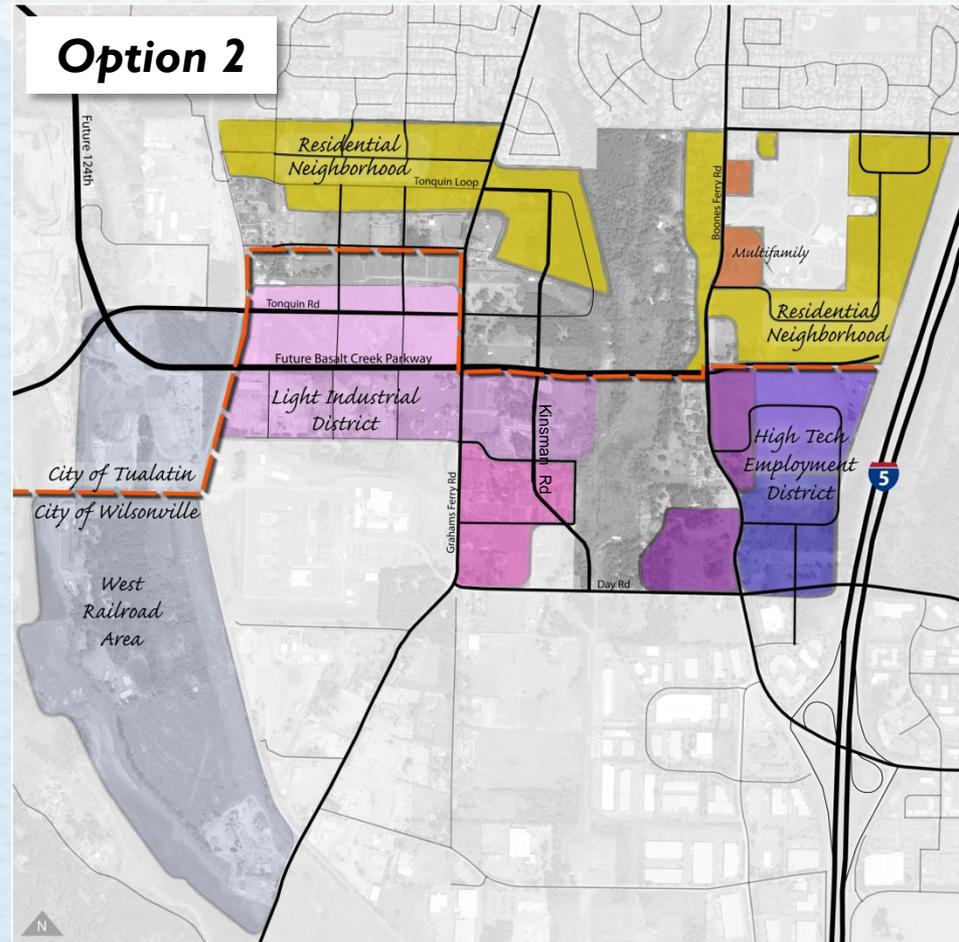


Multi-family

Option 1

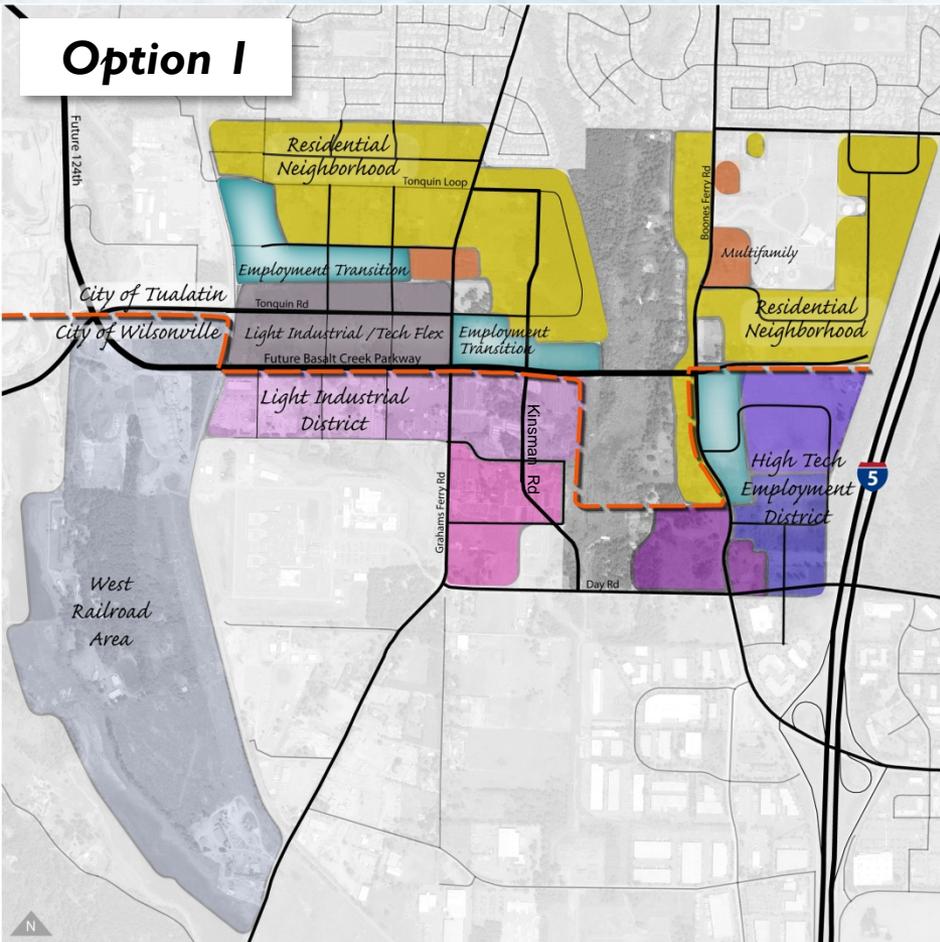


Option 2

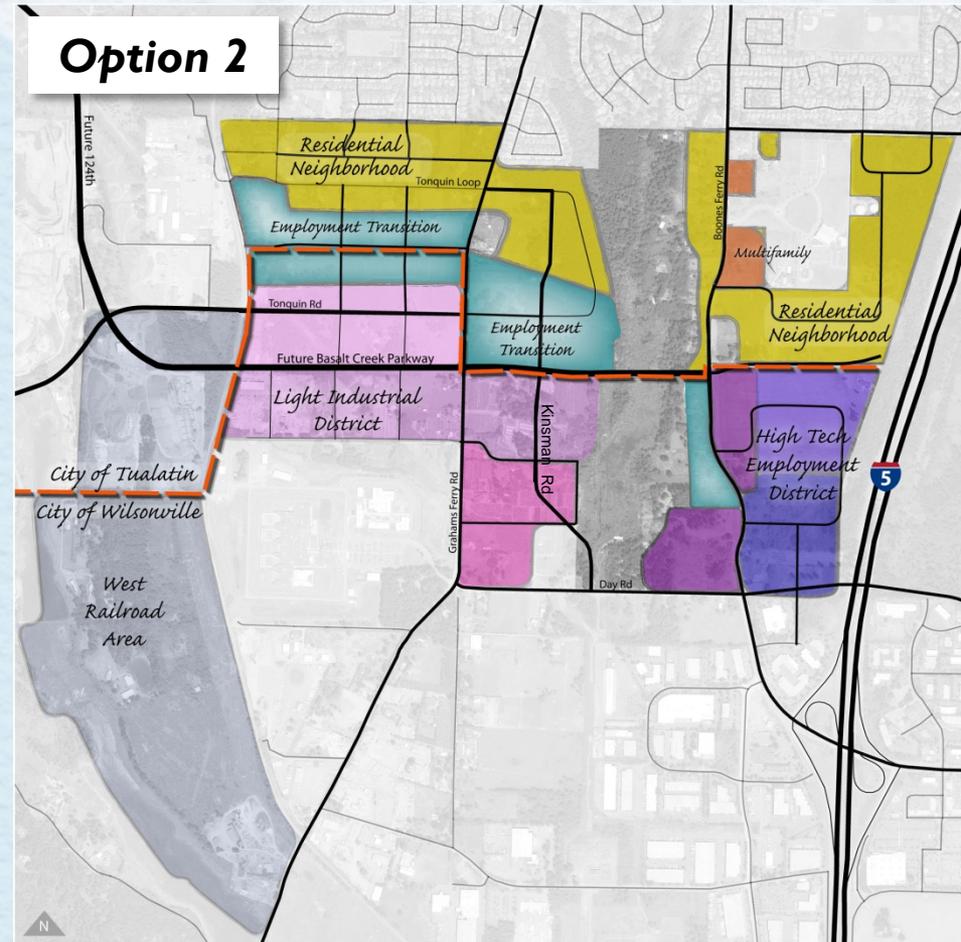


Employment Transition

Option 1

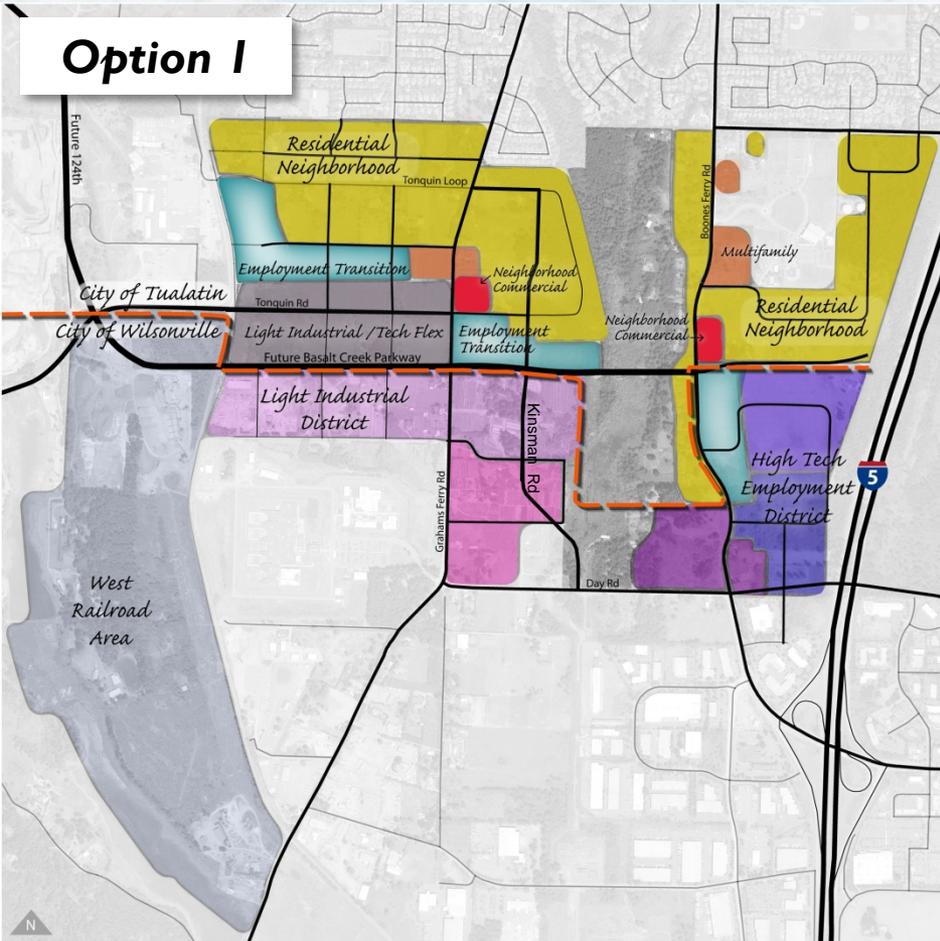


Option 2

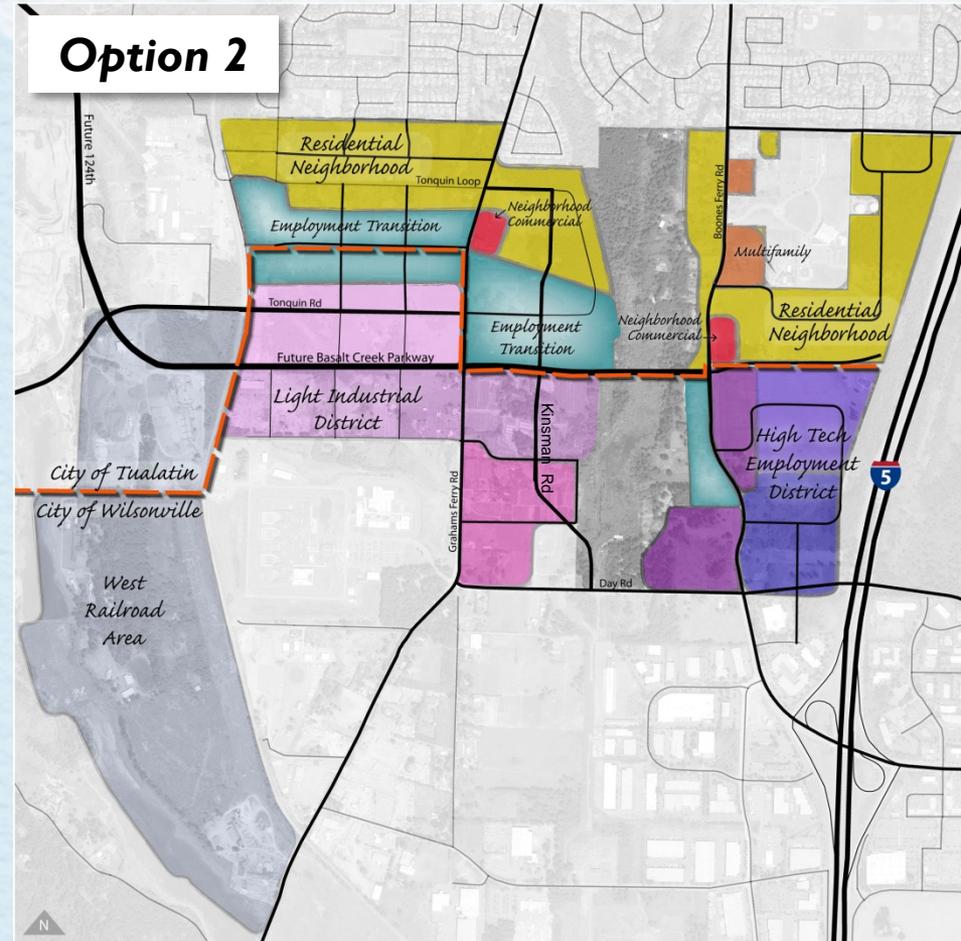


Neighborhood Commercial

Option 1

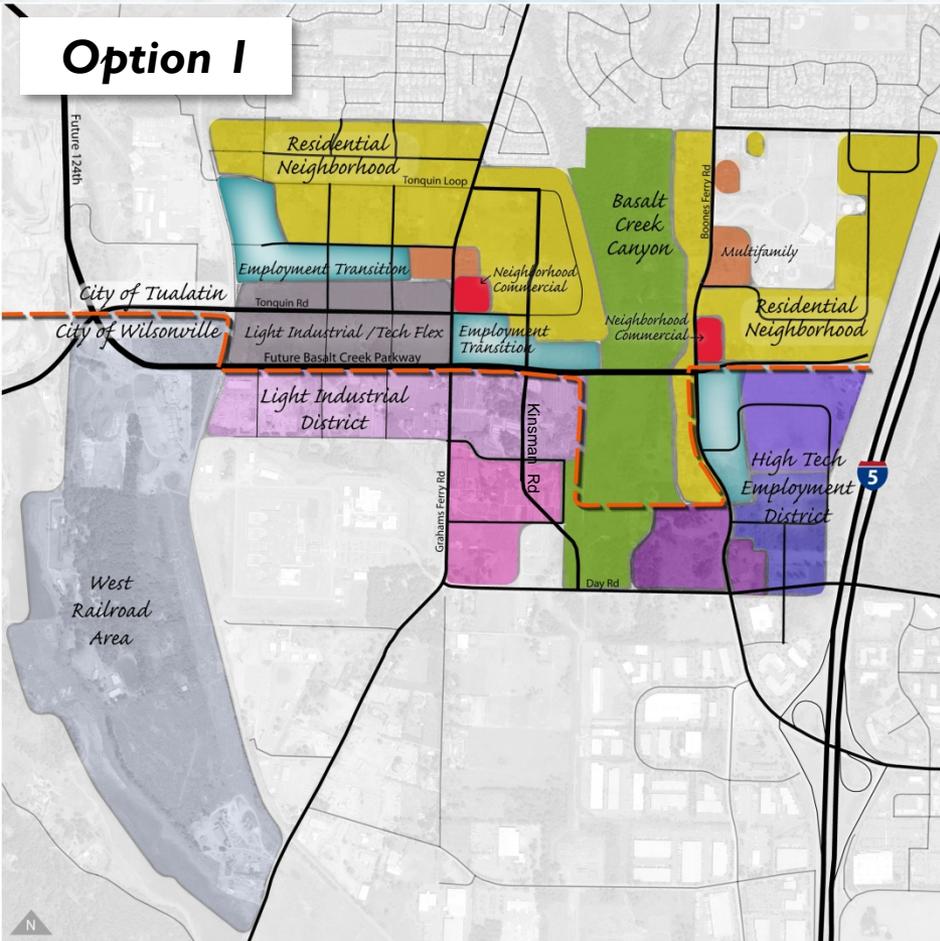


Option 2

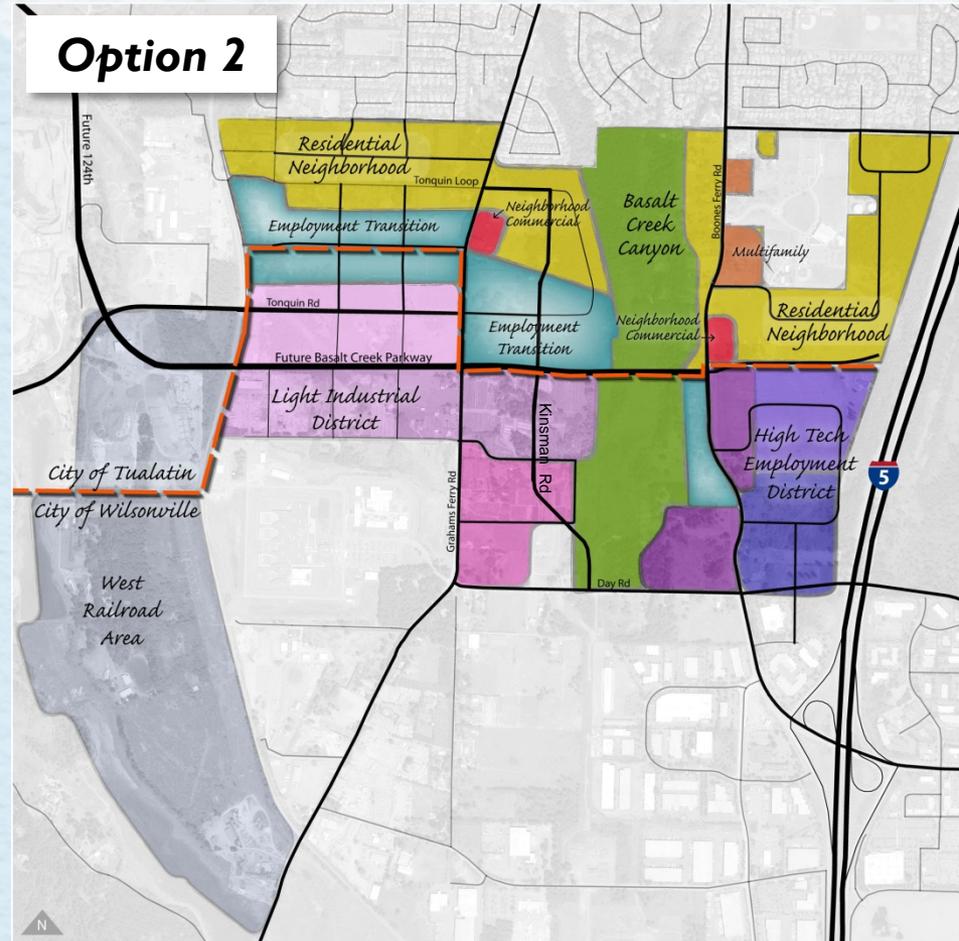


Basalt Creek Canyon

Option 1

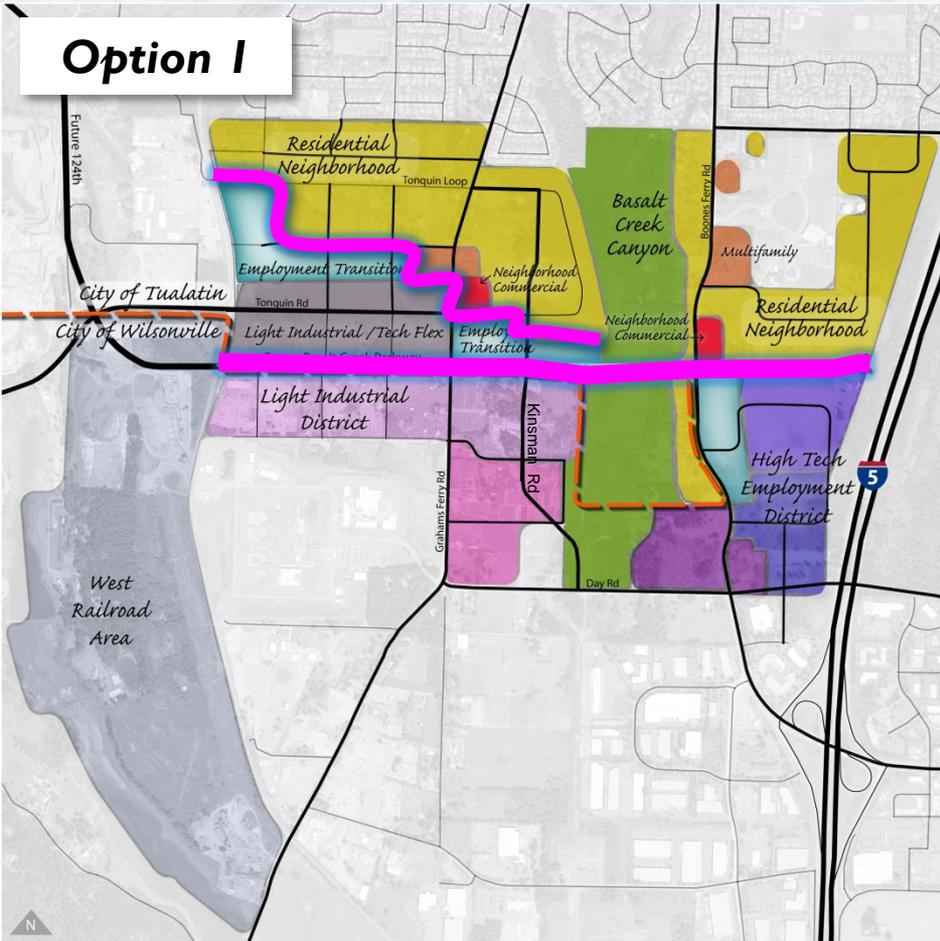


Option 2

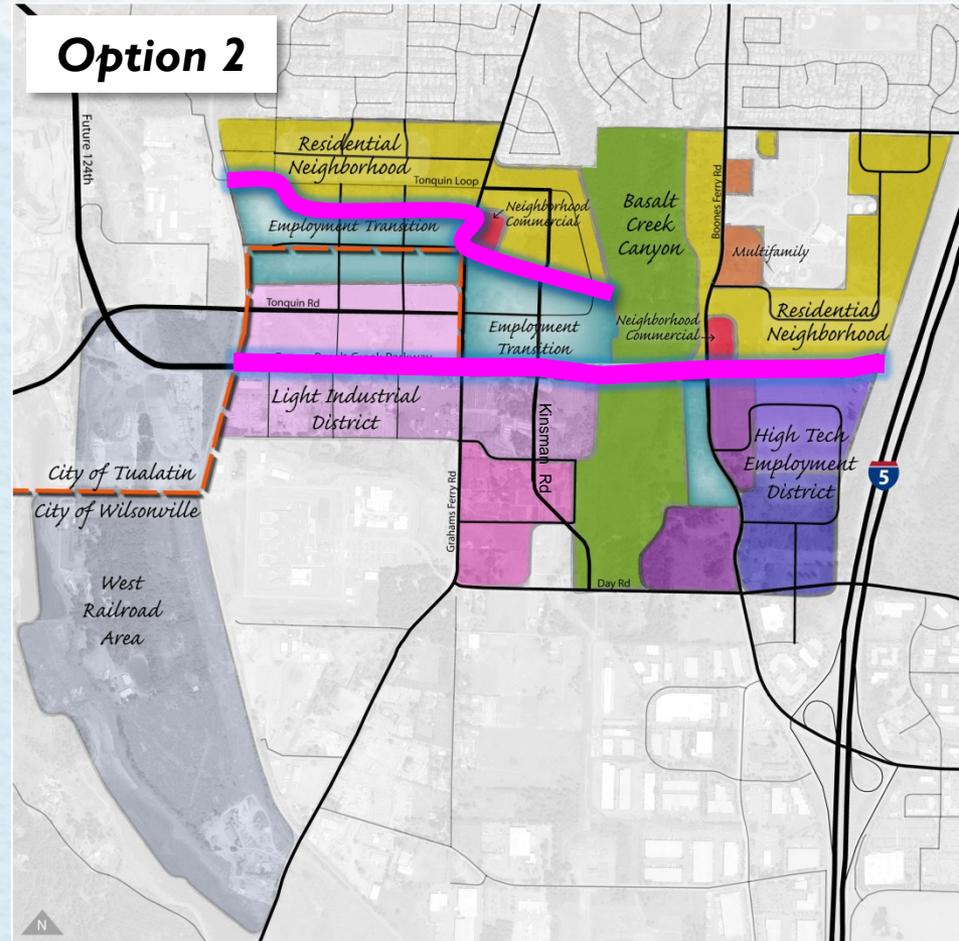


Transitions

Option 1

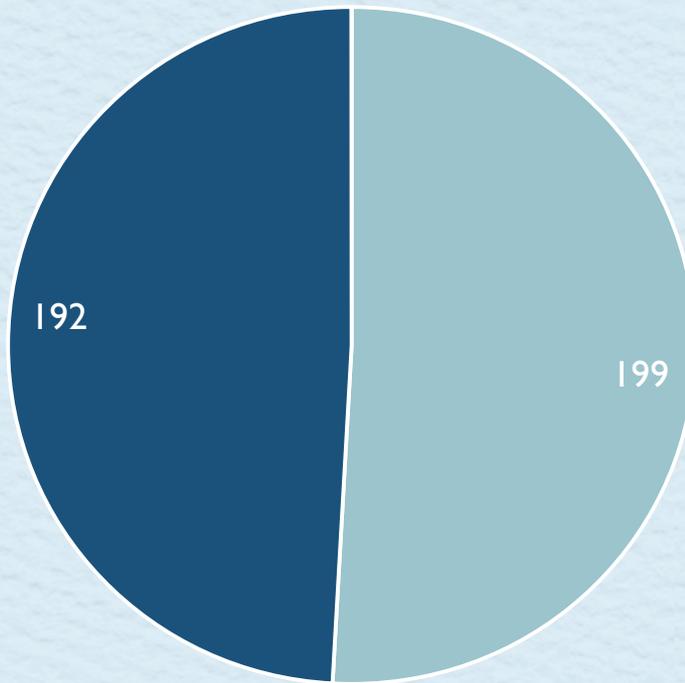


Option 2

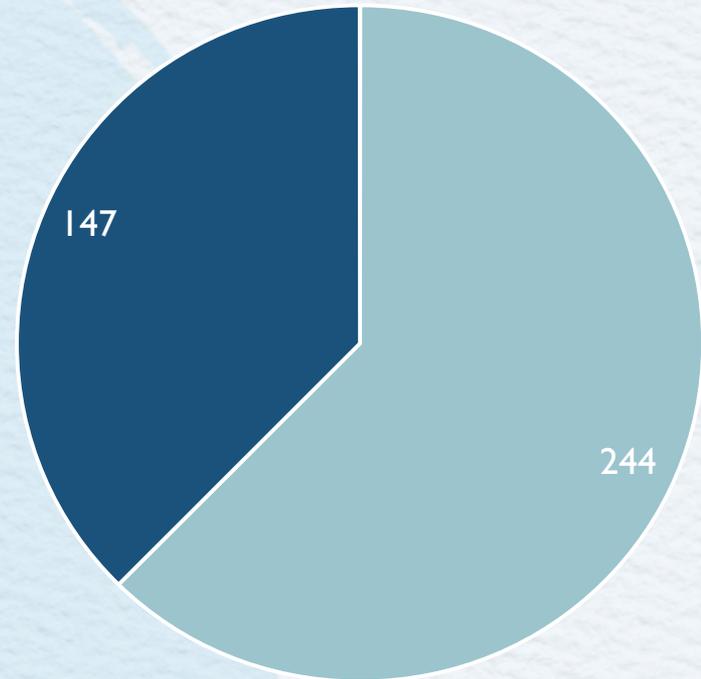


Developable Acres

Boundary Option 1



Boundary Option 2

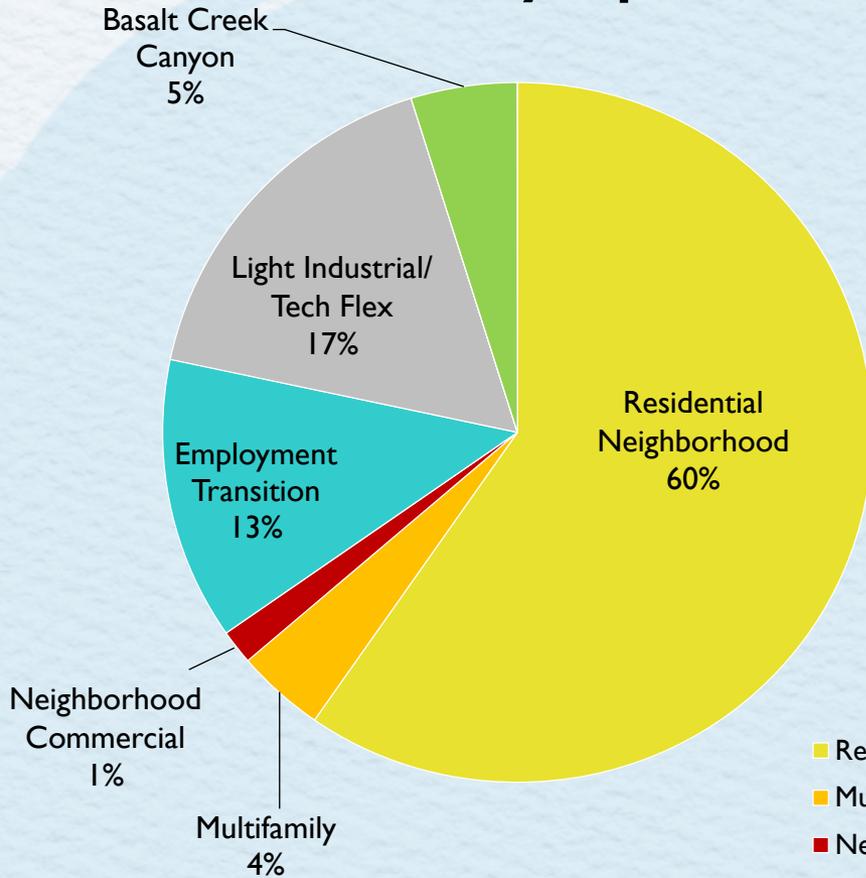


■ Tualatin ■ Wilsonville

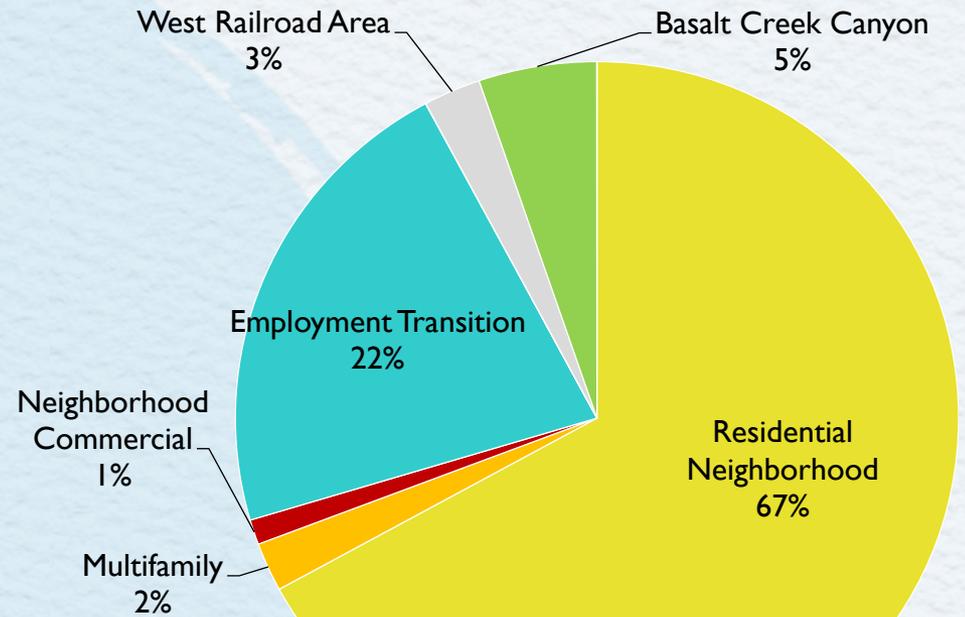
Tualatin Land Use Mix

* % of developable acres

Boundary Option 1



Boundary Option 2

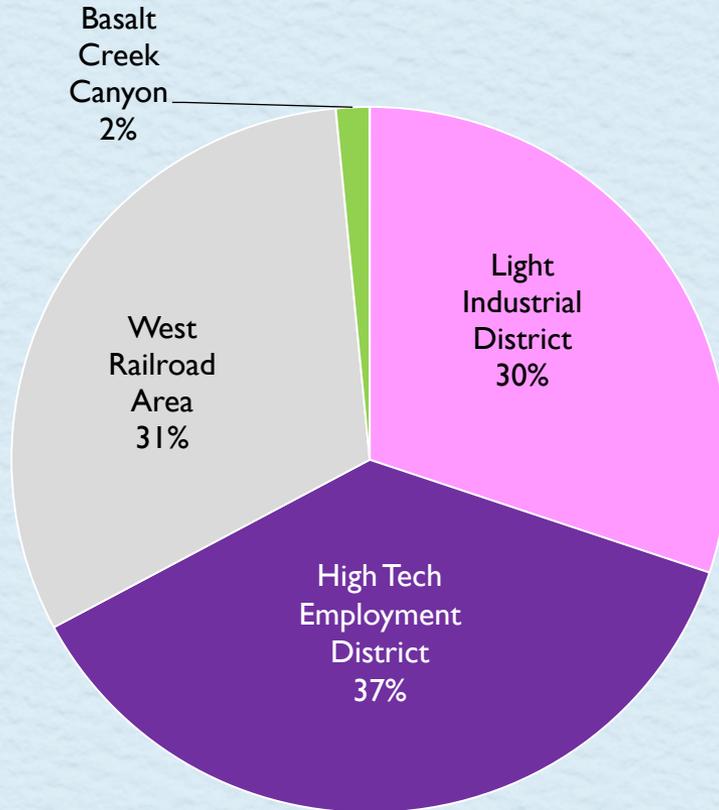


- Residential Neighborhood
- Multifamily
- Neighborhood Commercial
- Employment Transition
- Light Industrial/Tech Flex
- West Railroad Area
- Basalt Creek Canyon

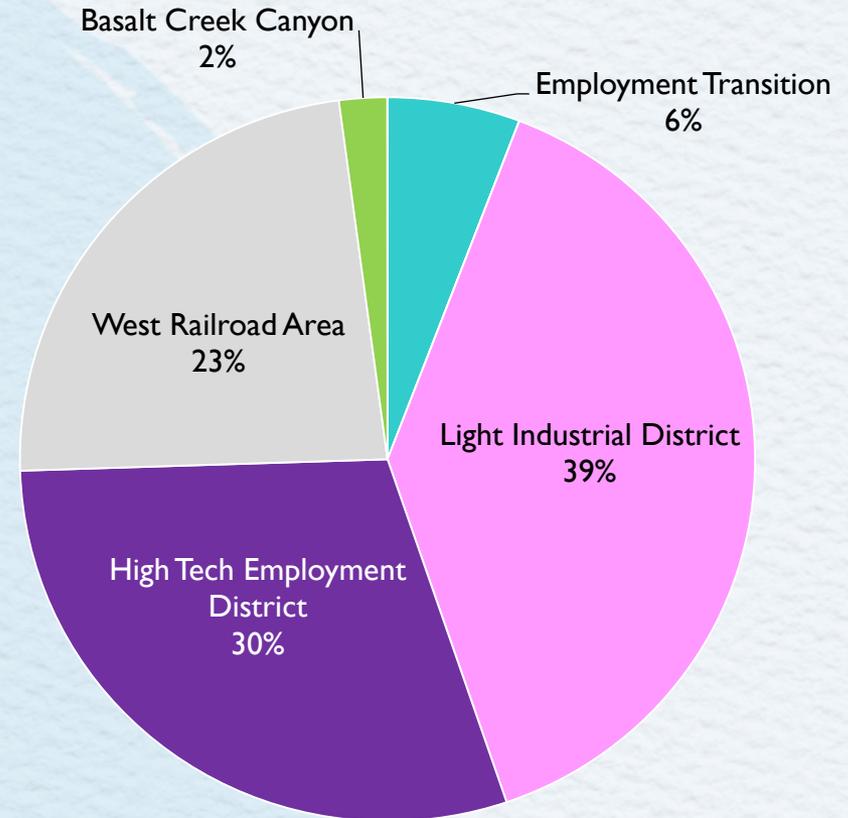
Wilsonville Land Use Mix

* % of developable acres

Boundary Option 1

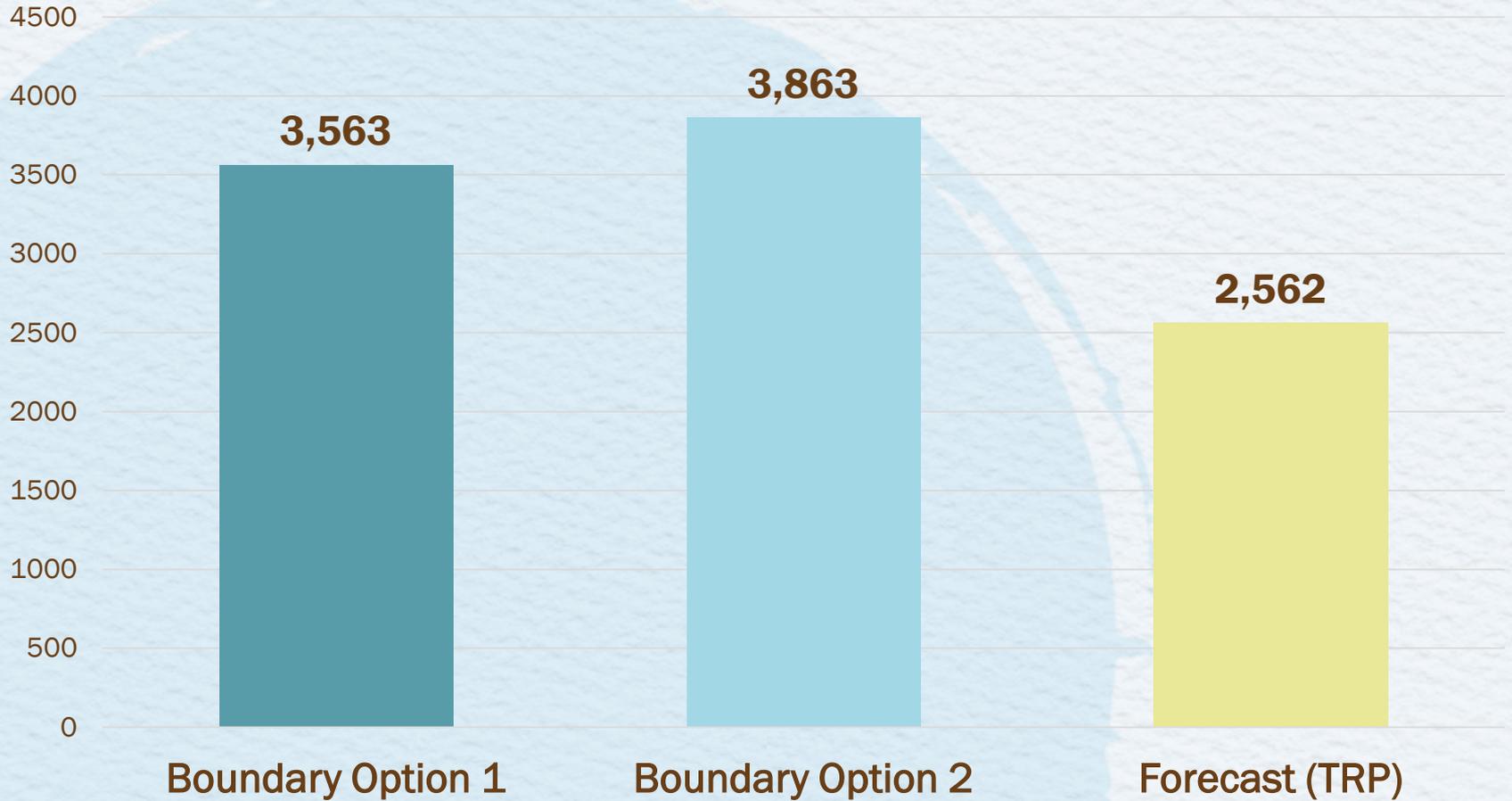


Boundary Option 2



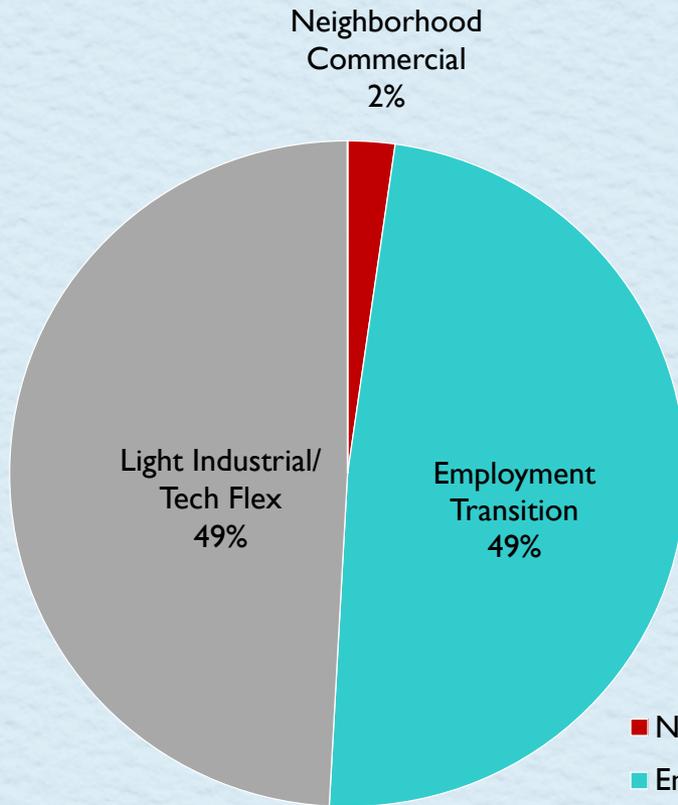
- Employment Transition
- High Tech Employment District
- Basalt Creek Canyon
- Light Industrial District
- West Railroad Area

Number of Jobs



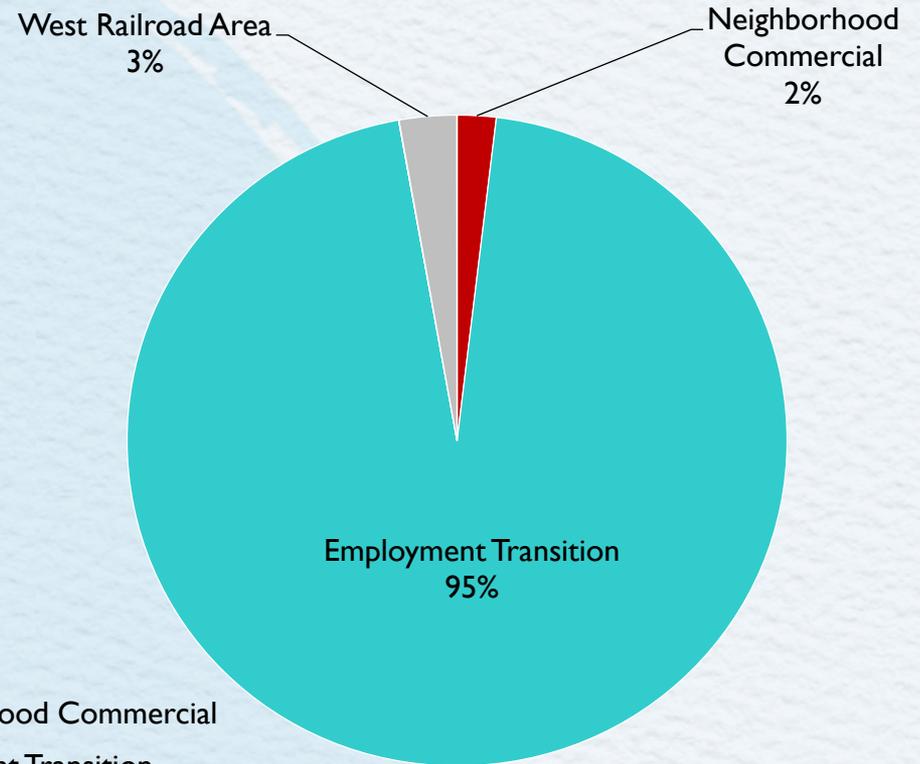
Tualatin Employment

Boundary Option 1



Total Jobs: 1,589

Boundary Option 2

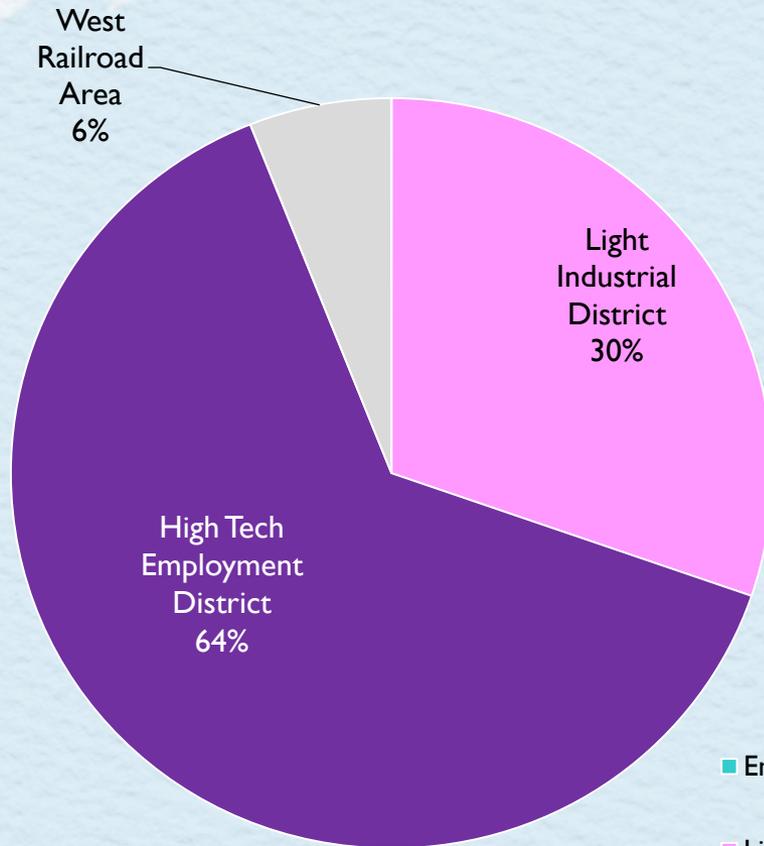


Total Jobs: 1,042

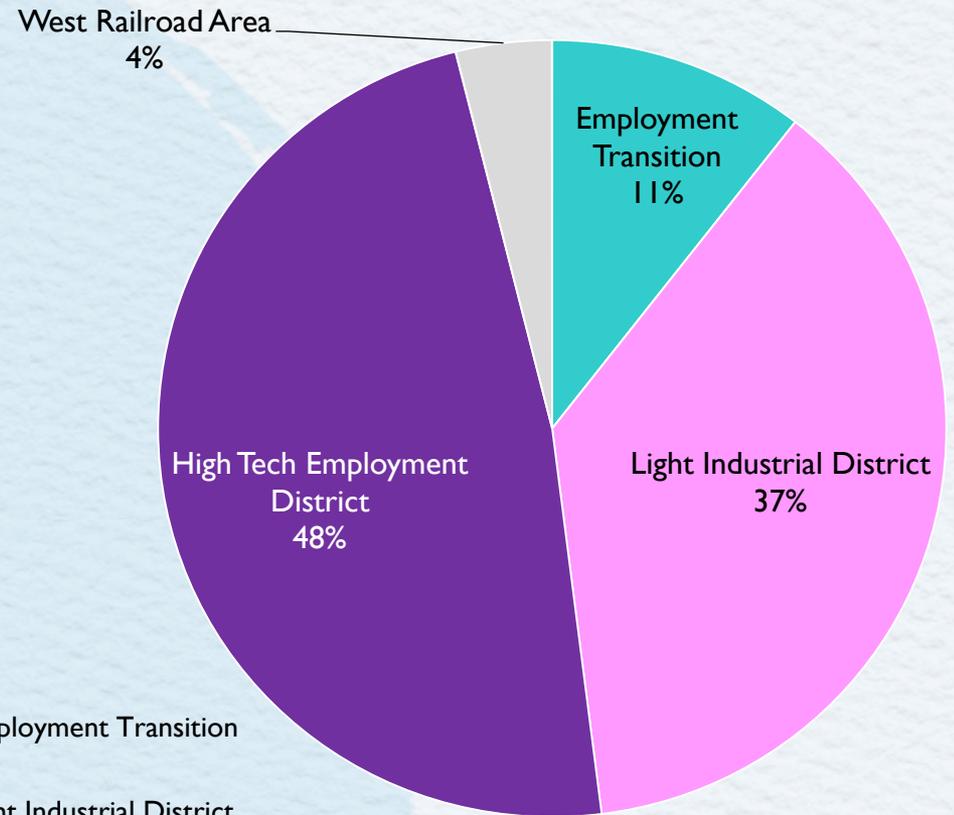
- Neighborhood Commercial
- Employment Transition
- Light Industrial/Tech Flex
- West Railroad Area

Wilsonville Employment

Boundary Option 1

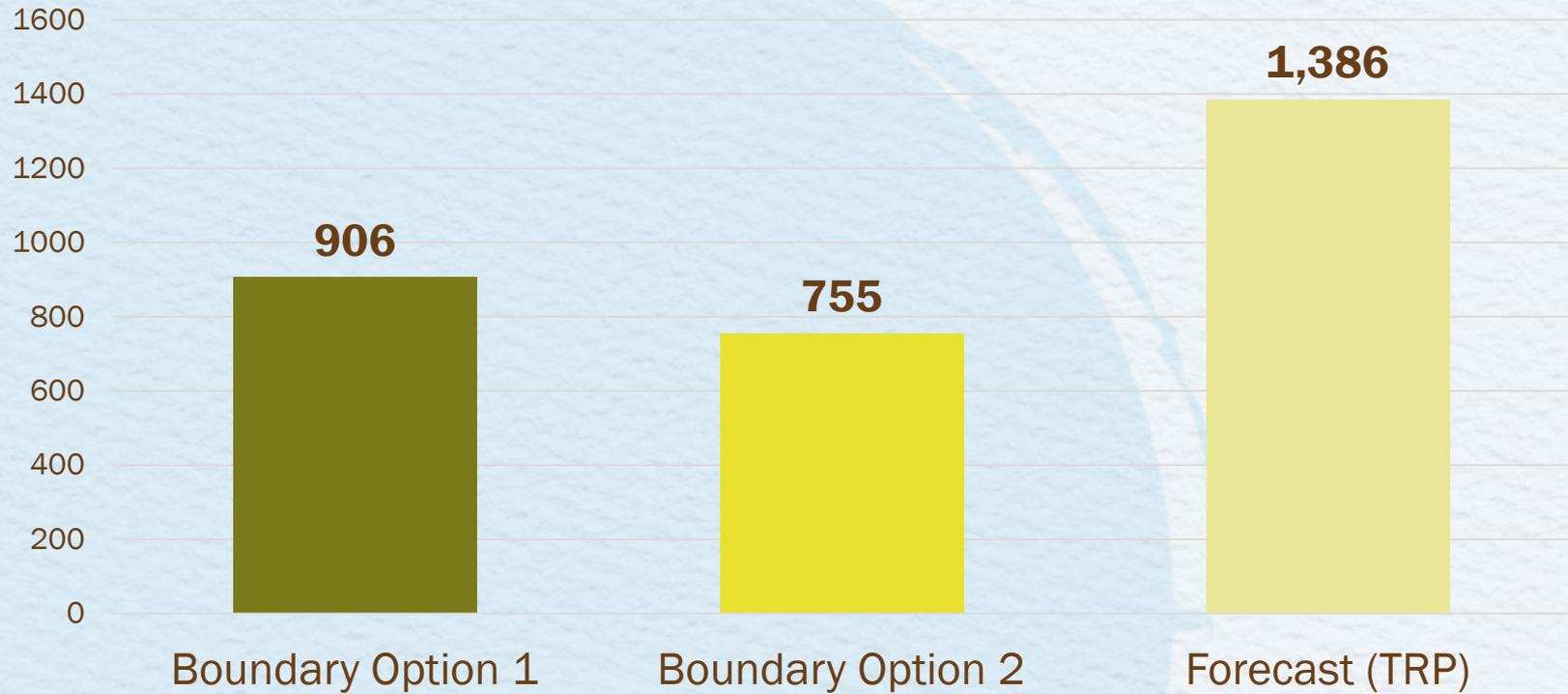


Boundary Option 2

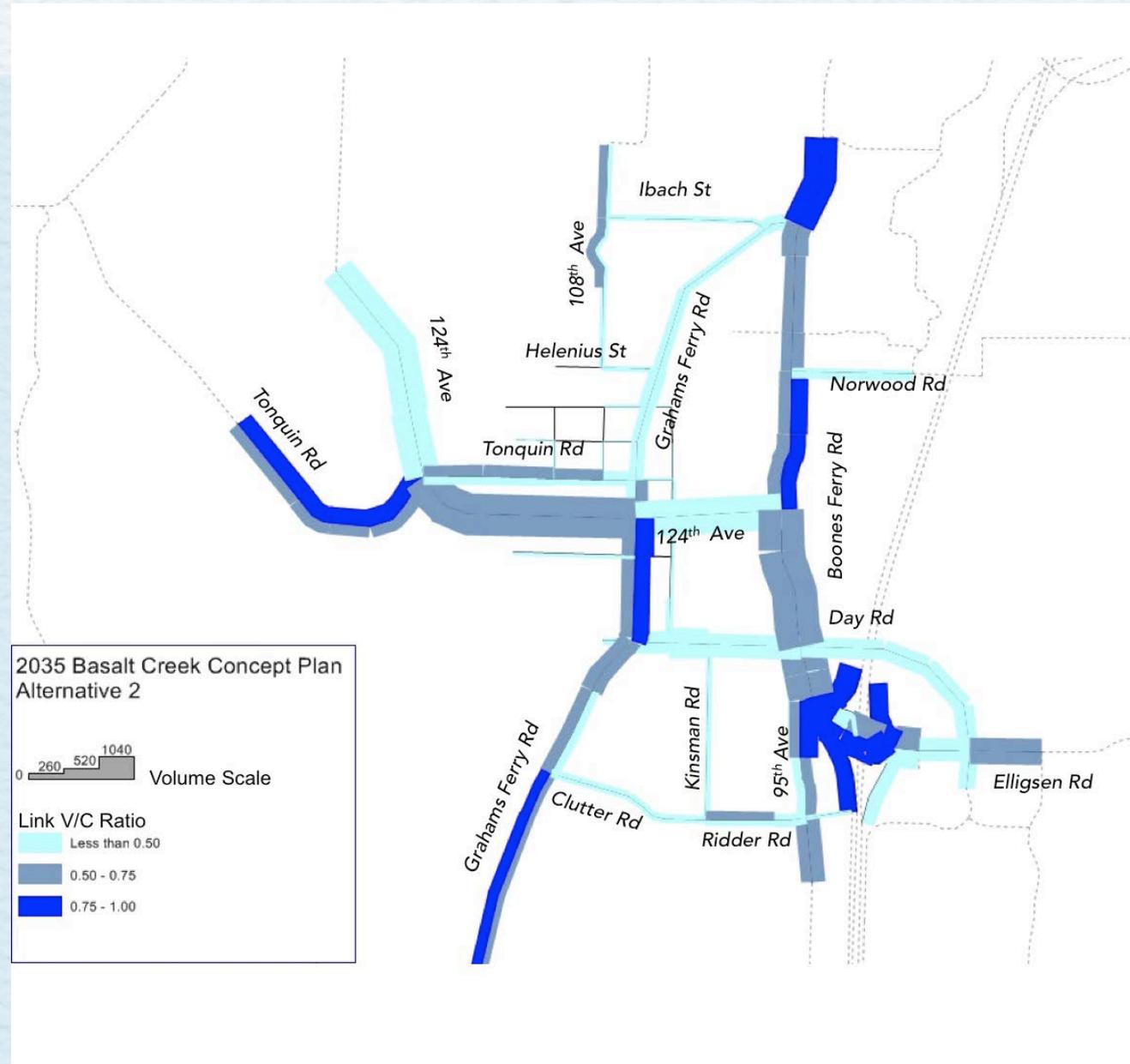


- Employment Transition
- Light Industrial District
- High Tech Employment District
- West Railroad Area

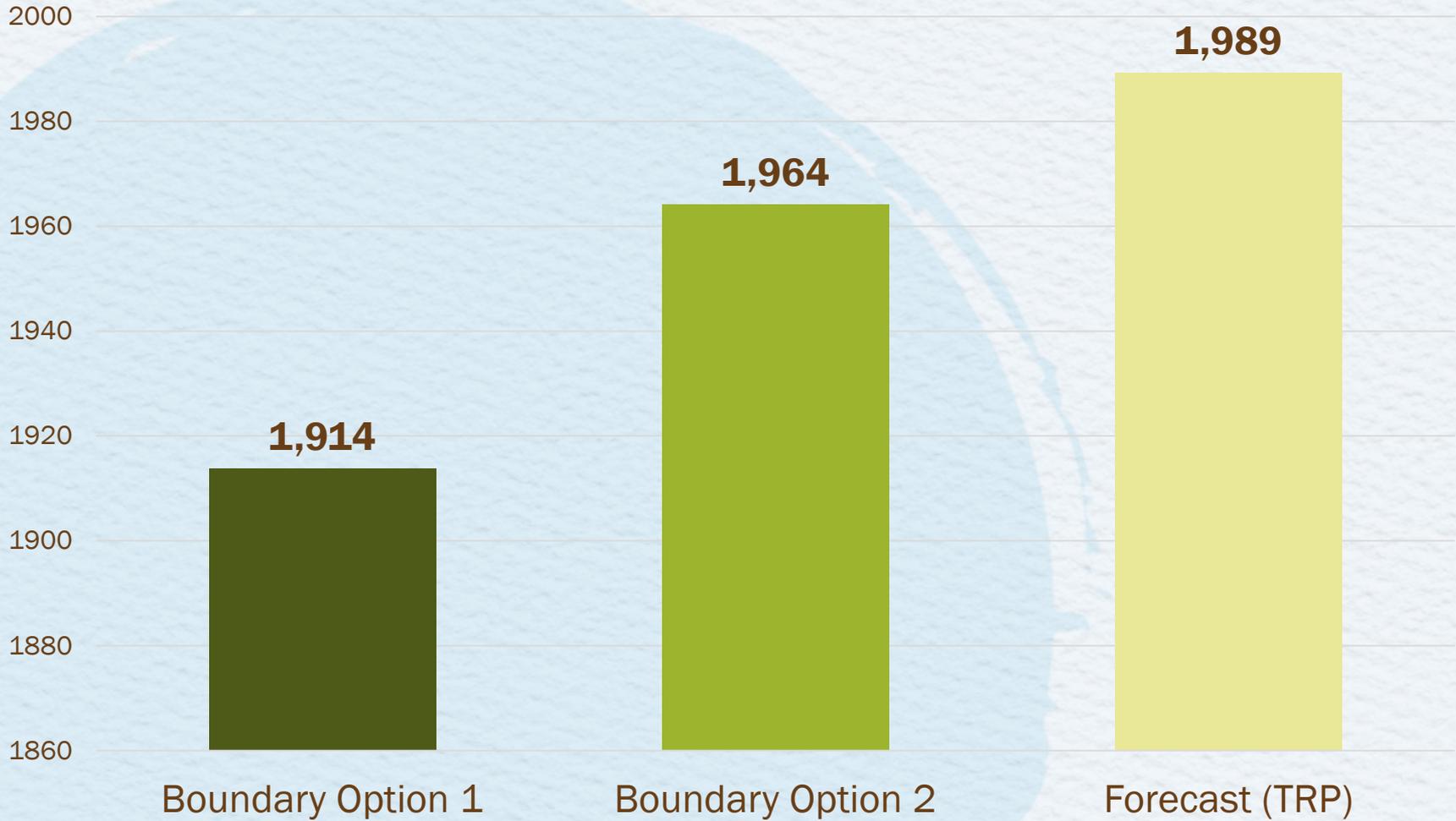
Households



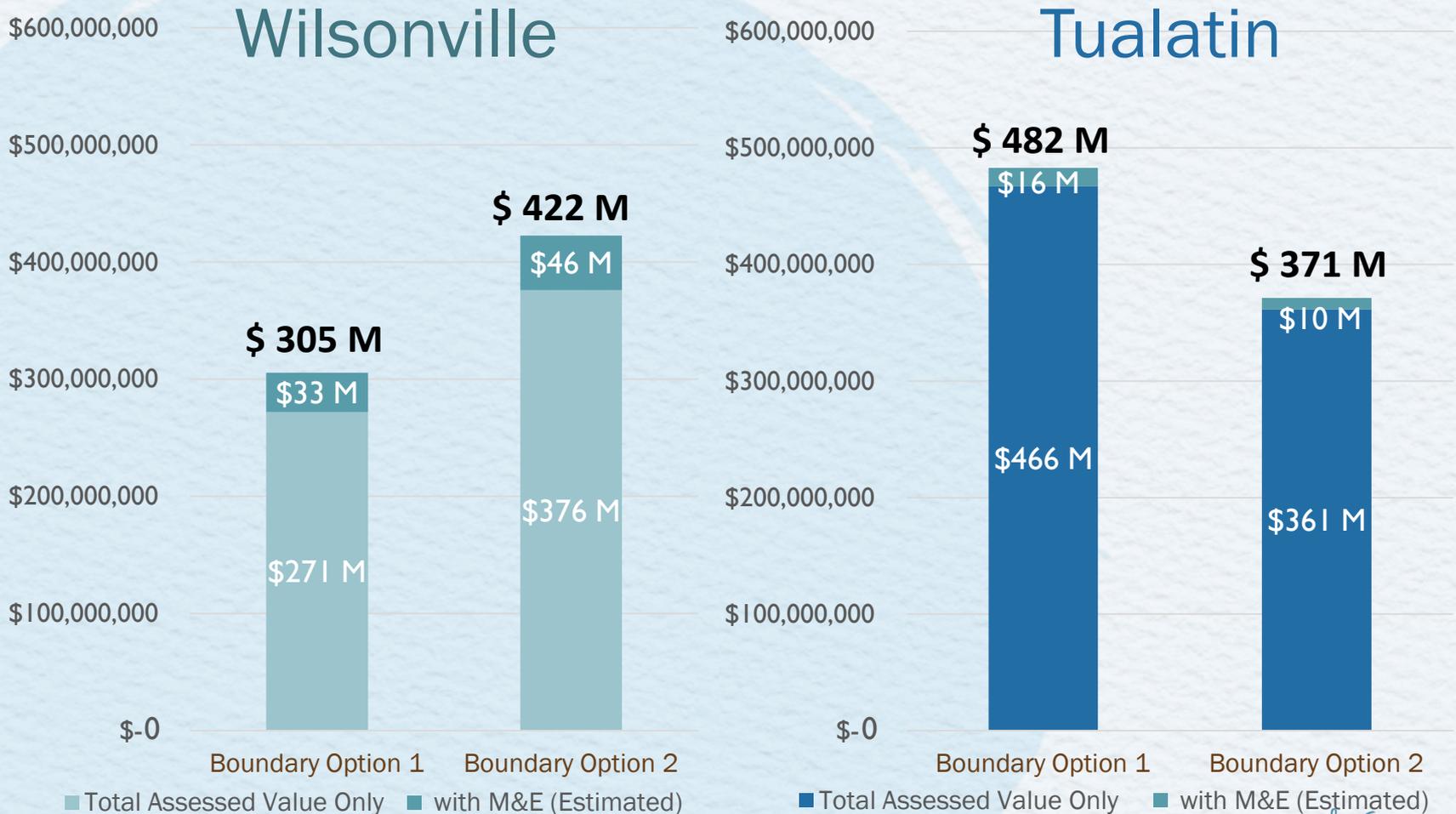
Transportation Performance



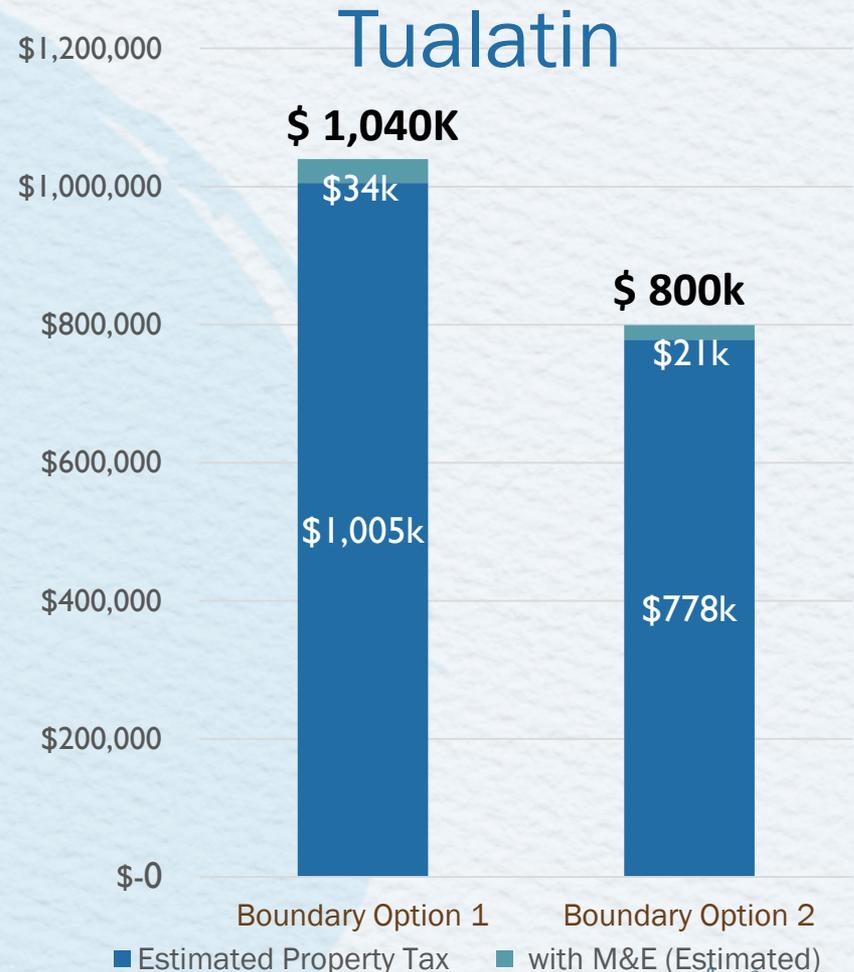
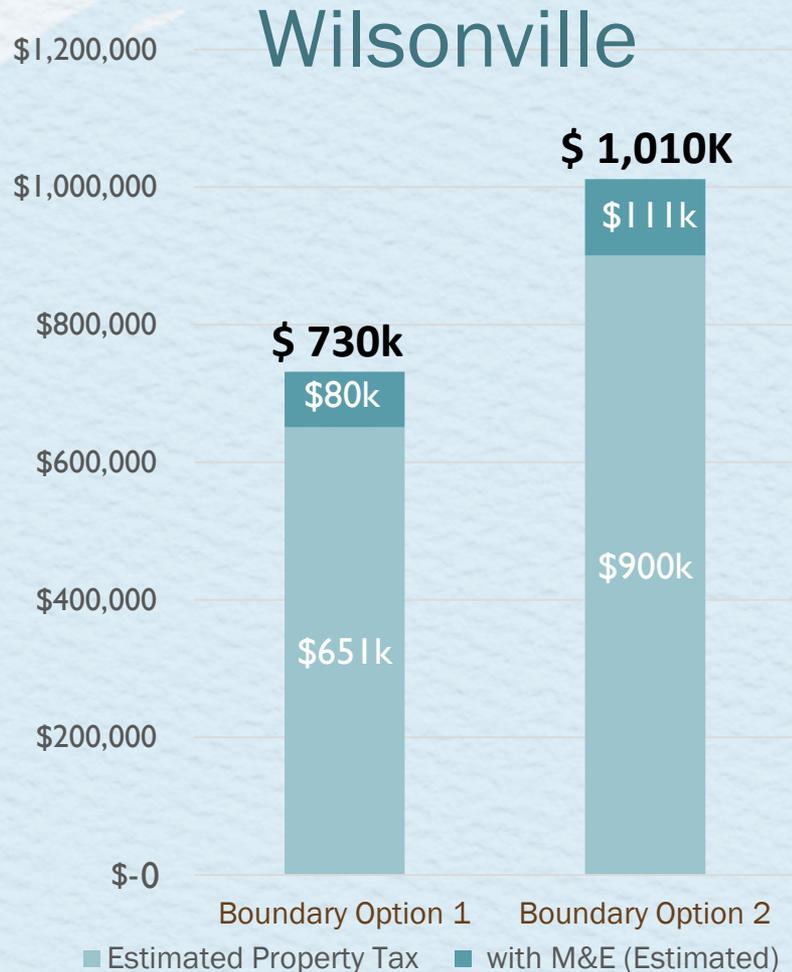
Total Trips



Assessed Value at Buildout with Machinery and Equipment

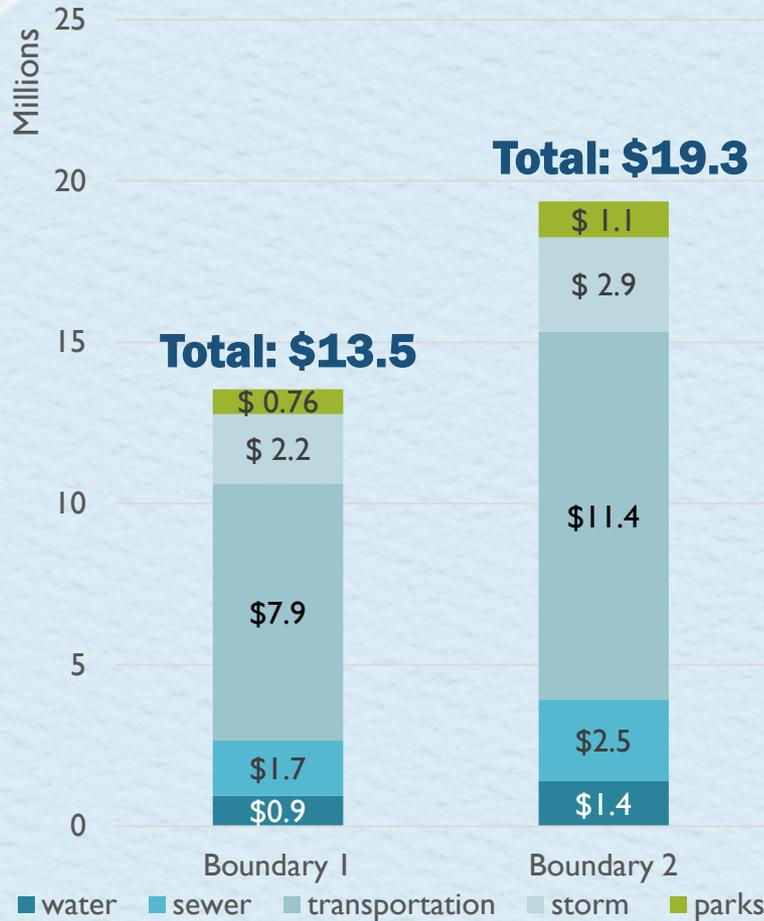


Annual Property Tax at Buildout with Machinery and Equipment

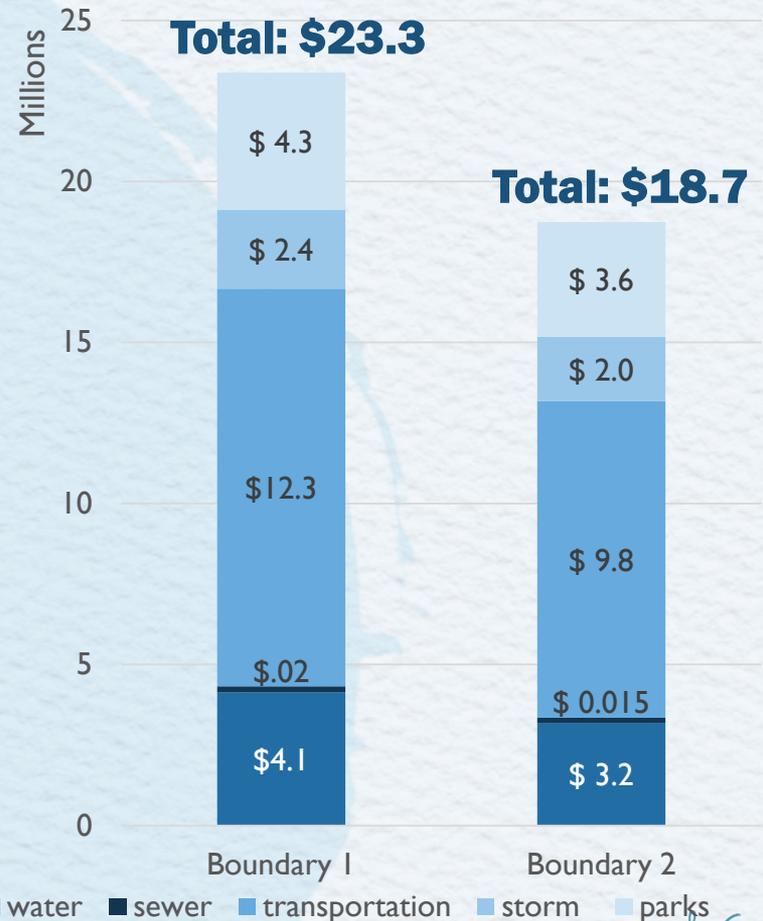


SDCs by Type at Buildout

Wilsonville



Tualatin



Boundary Comparison

| Indicators (all dollar values shown in millions) | Tualatin Option 1 | Wilsonville Option 1 | Tualatin Option 2 | Wilsonville Option 2 |
|--|----------------------|-------------------------|----------------------|-------------------------|
| Developable Acres | 192 ac | 199 ac | 147 ac | 244 ac |
| Households | 906 | 36 | 755 | 75 |
| Jobs | 1,600 | 2,000 | 1,000 | 2,800 |
| Assessed Value (w/M+E) | \$483 M | \$305 M | \$371 M | \$423 M |
| City Property Tax | \$1.0 M | \$0.7 M | \$0.8 M | \$1.0 M |
| Sanitary (cost/revenue Δ) | \$ (1.8) M | \$ (1.8) M | \$ (1.8) M | \$ (1.0) M |
| Water (cost/revenue Δ) | \$3.2 M | \$ (0.1) M | \$2.3 M | \$0.2 M |
| Transportation (cost/revenue Δ) | \$11.0 M | \$3.0 M | \$8.6 M | \$6.1 M |
| Stormwater (revenue) | \$2.4 M | \$2.2 M | \$2.0 M | \$3.0 M |
| Parks (revenue) | \$4.3 M | \$0.8 M | \$3.6 M | \$1.1 M |



Land Use Scenario Objectives

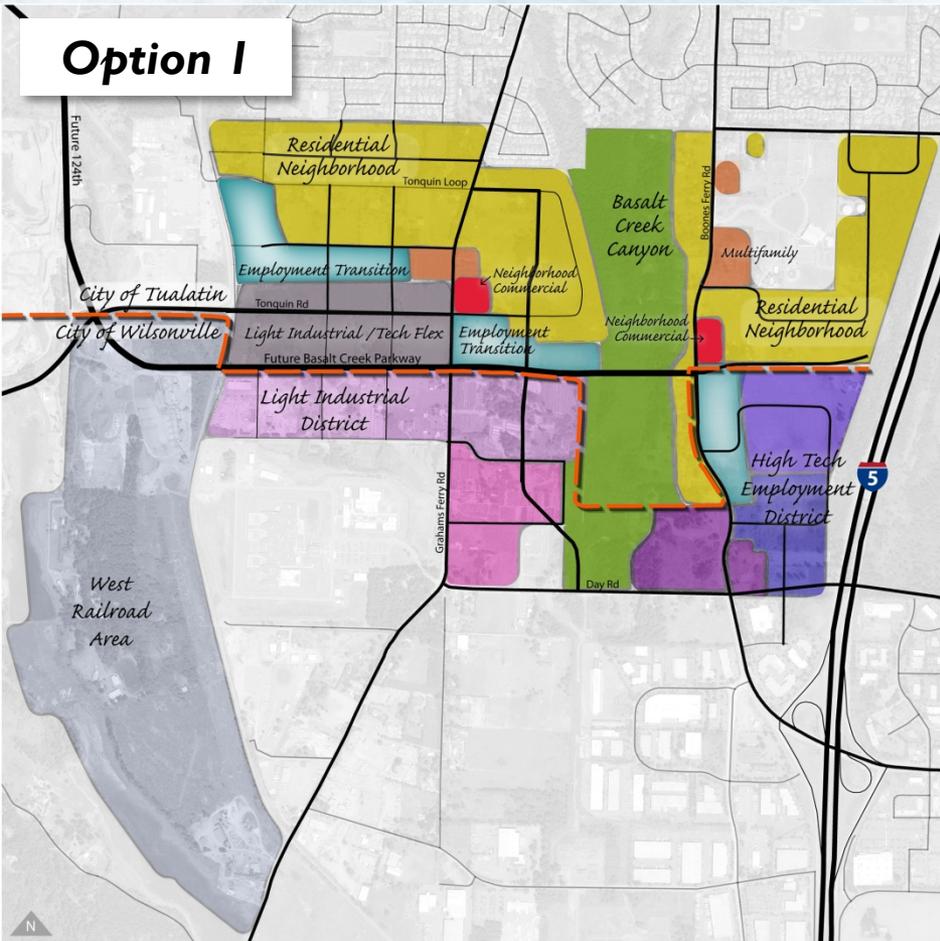
- A scenario designed around an implementable infrastructure plan
- Design principles focused on creating development forms reflective of the two cities
- Examine other boundary options that do not rely on the east west connector. Explore service agreements.
- Jurisdictional equity
- More residential for Tualatin in the north
- Consider creative solutions for transitions from employment to housing

Conclusions

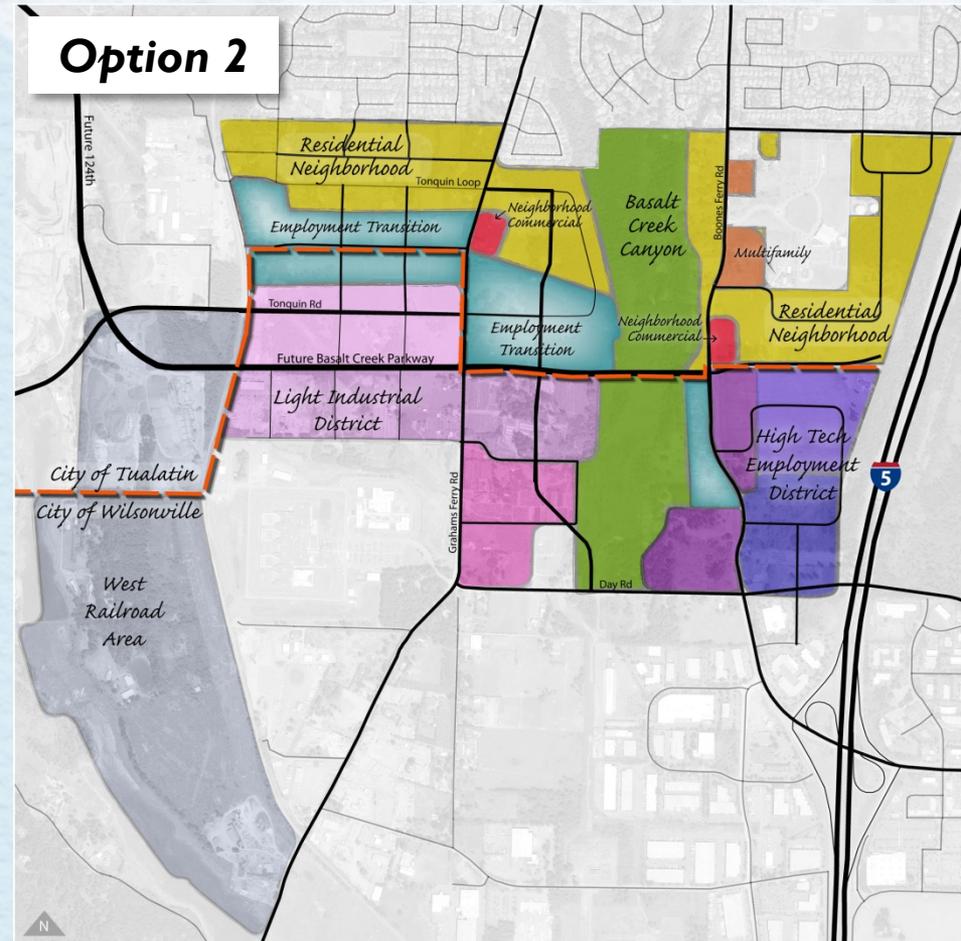
- Two land use and city boundaries
- Lots of indicators to consider
- The important thing now is to select the best option
- Council can modify and optimize the best option

Discussion & Questions

Option 1



Option 2



Next Steps

- Modify option based on Joint City Council feedback
- Public outreach
- Prepare draft final concept plan
- Draft and adopt plan amendments and reports in each city



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Zoe Monahan, Management Analyst
Alice Cannon, Assistant City Manager

DATE: 06/08/2015

SUBJECT: Southwest Corridor Plan Project Framing

ISSUE BEFORE THE COUNCIL:

Start the project framing process with staff for the Southwest Corridor Plan Project.

EXECUTIVE SUMMARY:

The Southwest Corridor Plan is a regional effort to explore high capacity transit options from downtown Portland through Tigard to Tualatin. The City has been involved with this project for over four years. City Council identified “Regional Transit” as one of its eight priority projects in 2015. In early 2015, the City Council requested that staff consistently follow a certain process to best support Council decision-making. That process begins with a Project Framing work session with City Council, whereby the project scope is defined, a schedule is identified, and key considerations are vetted. Staff is now bringing the Southwest Corridor project forward for project framing in anticipation of Council decisions and guidance that will be needed for this project in late 2015.

In 2015, the Southwest Corridor project will identify **alignment options** for high capacity transit between downtown Portland and Tualatin, **a terminus location for the alignment**, as well as **options for the mode of travel** – either light rail or bus rapid transit. Once the alignment, terminus and travel mode options are narrowed in late 2015 and early 2016, the project will enter into a federal environmental planning process in 2016 whereby the options will be evaluated for conformance with environmental and federal funding guidelines. A project steering committee, composed of elected officials from Portland, Washington County, Tigard, Tualatin, Sherwood, Beaverton and Durham is giving direction to project staff and the Metro Council in 2015. Mayor Ogden is the City’s representative on the project steering committee. Staff and Mayor Ogden regularly seek guidance and input from City Council and residents concerning key issues.

Beginning in late summer 2015, the City will have an opportunity to provide input to Mayor Ogden and the project steering committee on the preferred terminus location options in Tualatin, as well as the preferred travel mode options (light rail and bus rapid transit). The Steering Committee is expected to provide a recommendation to the Metro Council in late 2015 or early

2016. This project framing discussion will guide staff and the Council as this phase of the project begins.

The Southwest Corridor project supports the following City goals and policies:

2020 Vision: Goal 5 – Enhance/Expanded Transportation Options, including Public Transit
Linking Tualatin Plan
Economic Development Strategic Plan
Tualatin Tomorrow

Attachments: [Southwest Corridor Project Framing PowerPoint](#)

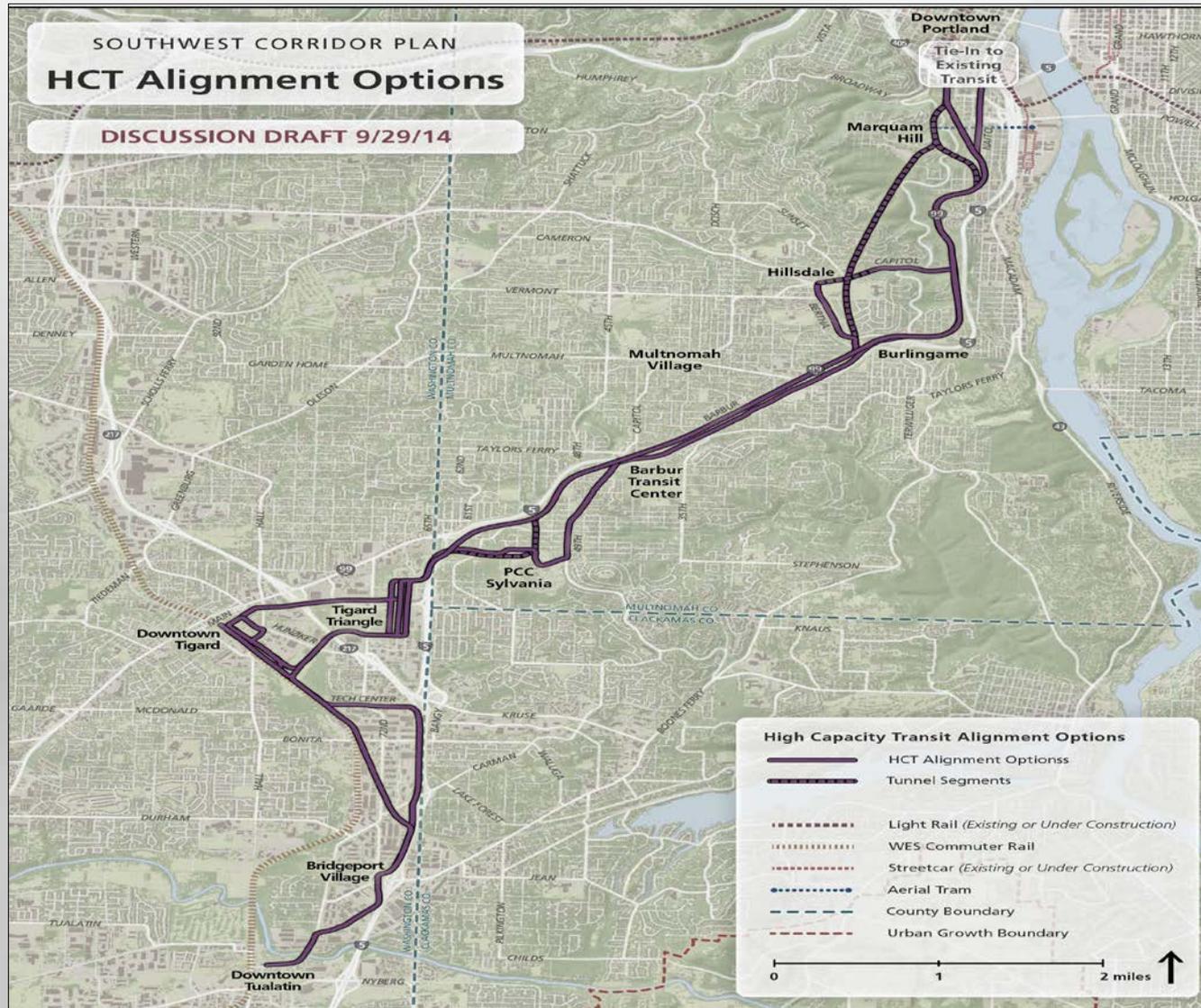


Southwest Corridor Plan Project Framing

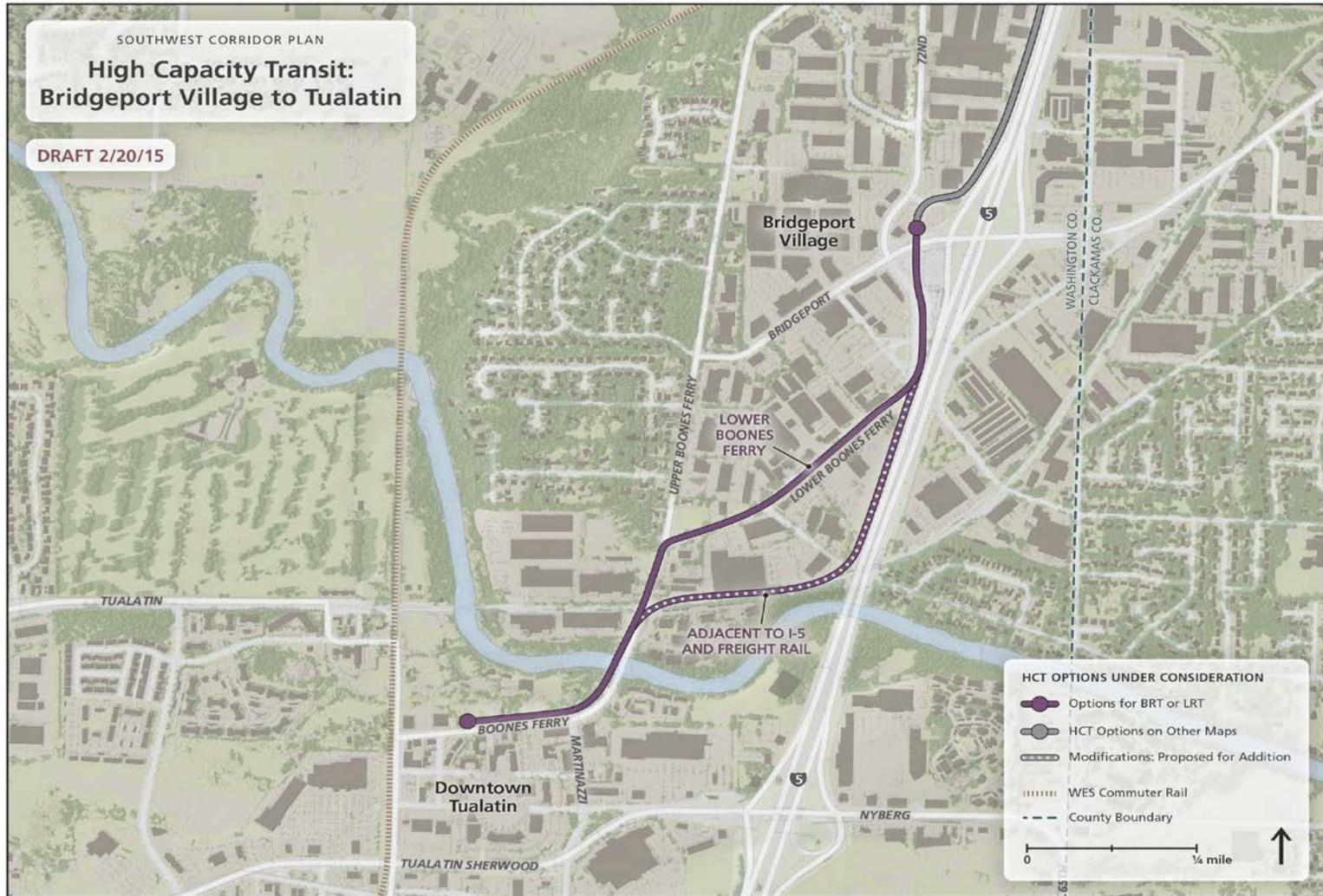
Tualatin City Council
Work Session
June 8, 2015



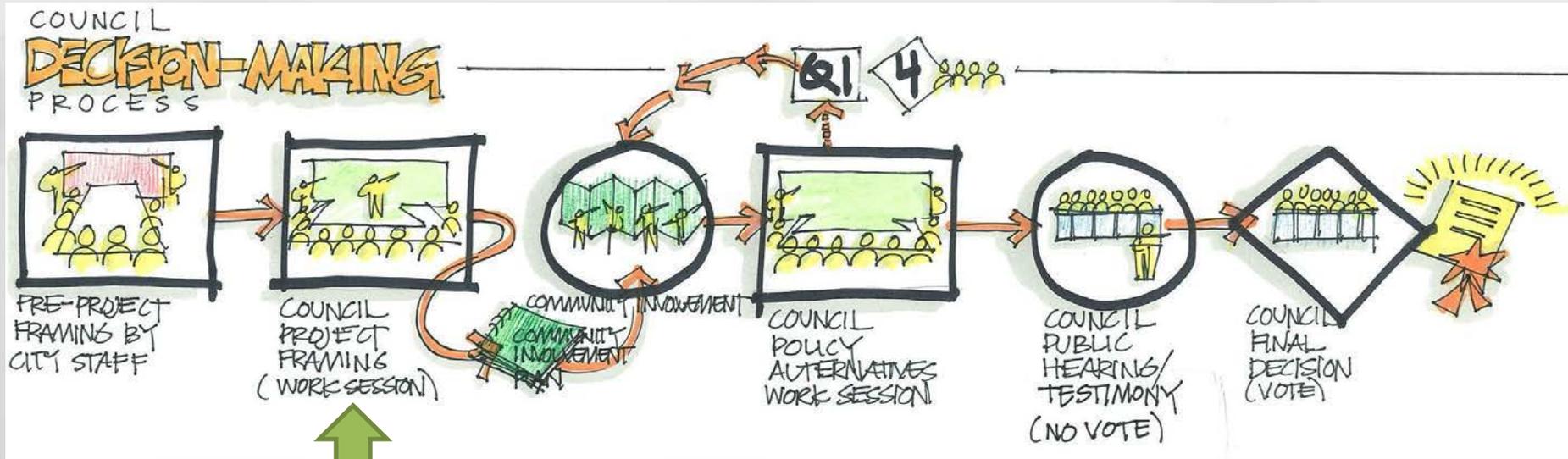
Southwest Corridor



Tualatin Terminus



Decision Making Process



Project Scoping Template



PROJECT FRAMING

PROJECT NAME:

PROJECT OWNER / SPONSOR:

OTHER DEPARTMENTS INVOLVED:

SCOPE:

- What is the SCOPE of this project? Define WHAT is being addressed / solved.
- What are the key ISSUES to be explored regarding this project?
- What is the level of COMPLEXITY required to address this issue?
 - o How will the complexity of the project influence the number / type of Council work sessions needed to fully educate / engage the Council in the most effective discussion?
 - o Are consultants or technical experts required?
- What is NOT INCLUDED in the scope? What should be considered OUT OF SCOPE?
- What SUB-DECISIONS are needed / required to be made?
- How does this issue fit within EXISTING VISIONS & PLANS?
 - o How is it addressed? Do existing planning documents provide any key direction?

SCHEDULE:

- Given the project scope, what/when are the KEY PROJECT MILESTONES & DECISIONS?
 - o When do the key decisions need to be made?
- What are the fixed "DATE CERTAINS"?

KEY CONSIDERATIONS:

- What are the most pressing / important CONSTRAINTS & OPPORTUNITIES that need to be factored into the decision-making process for both staff and the Council?
- How much does the City actually control / INFLUENCE THE OUTCOME?
 - o Who / what are the other participating agencies / stakeholders that will make the final decision?
- How are OTHER CITIES / communities addressing this issue today?
 - o What seems to be working? What's not working? What insights / learnings can they share with us?
- Are there factors that will influence STAFF'S RECOMMENDATION on this issue?
 - o Will staff have a recommendation on this issue?



PROJECT FRAMING

PRE-MORTEM CONSIDERATIONS:

- What can we anticipate to be some of the most significant "BUMPS IN THE ROAD", obstacles, push-backs once the Council makes a decision?
- What will / can we do now to NAVIGATE those future bumps and obstacles?
- What are the strategies we should consider now in ANTICIPATION of some of the hiccups / obstacles?
- What will be the most likely "FREQUENTLY ASKED QUESTIONS" or concerns that will surface during and after the decision-making process?
- What conversations / ANSWERS can we provide now that will help us to more proactively get out in front of some of the concerns?

PUBLIC INVOLVEMENT (PI) CONSIDERATIONS:

- Conduct a PI ASSESSMENT to determine the appropriate level of involvement needed
 - o Toolkit available as a resource
- What INFORMATION do we already have about how the community might feel about this issue?
- What other "Council network" FEEDBACK do we have?
- What level of PI is NEEDED for the Council to make an informed decision?
- How important is it to engage different / broader COMMUNITIES OF INTEREST / populations in Tualatin about the issue?

Southwest Corridor - Scope

Purpose: Identify and consider regional high capacity transit options in the Southwest Corridor area, and specifically Tualatin, to provide access to jobs and destinations.

Topics to be addressed:

- Tualatin alignment
- Tualatin and terminus locations
- Preferred high capacity transit (HCT) modes (light rail and bus rapid transit).

Southwest Corridor– Existing Policies

This project supports the following adopted Community Plans and Visions:

- Southwest Corridor is one of the eight **2015 Council Priority Projects**
- **Supports City Council Goal #5:** “Enhanced/ Expanded Transportation Options, Including Public Transit”
- **Supports City Council Goal #3:** “Expand, Strengthen Tax Base Through Smart, Balanced Growth and by Attracting Businesses that Improve the Quality of Life and Provide Employment Opportunities ...” *Reliable transportation options are a component to achieving this goal.*
- Linking Tualatin
- Tualatin Tomorrow
- Transportation System Plan
- Economic Development Plan

Key Considerations

Opportunities:

- Enhanced access to Tualatin's jobs and destinations
- Enhanced transit supports Tualatin's employers
- Bike and pedestrian linkages to transit
- Possibility to relieve congestion in the corridor
- Place-making in downtown Tualatin and Bridgeport

Challenges/Considerations:

- Future vote required by the Charter (light rail only)
- Developed downtown/existing traffic congestion
- Property impacts associated with alignments
- Project cost and funding sources are preliminary

Public Involvement

The process needs to:

- Clearly identify the choices and options, as defined in the project scope.
- Identify and define the need for and impacts of High Capacity Transit (HCT) to Tualatin.
- Provide data to inform residents, employees and employers.
- Clarify that project planning is still in the early stages and therefore cost estimates and funding sources are preliminary.
- Other?

Public Involvement

Will include:

- Metro/ TriMet community meetings
- Online outreach
- Local meetings/ focus groups
- CIO and employer outreach
- Property owner outreach
- Other?

SWCP – Tualatin Schedule (2015)

June 8th:
City Council
Project Framing

**August –
October:**
Local Public
Outreach:
Tualatin Terminus
Locations

November:
City Council input
on Terminus and
Mode for
December
Steering
Committee
decisions

July:
Steering
Committee
recommendations
on Southwest
Portland Options

**September –
November:**
City Council
discussion and
briefings on
project

Steering Committee Schedule (2015)

July Decision:

Southwest Portland Project Decisions

December Decision:

Tigard Alignment,
Tualatin Terminus and
Mode

September:

Steering Committee
Discussion – Tigard and
Tualatin



Discussion